

NACOmatic

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JOHNSON	2K3	-				
JUNCTION CITY	3JC	-				
KINGMAN	9K8	-				
LARNED	LQR	-				
LAWRENCE	LWC	-				
LIBERAL	LBL	-				
LYONS	LYO	-				
MANHATTAN	MHK	-				
MARYSVILLE	MYZ	-				
MC PHERSON	MPR	-				
MEADE	MEJ	-				
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NEODESHA	2K7	-				
NEWTON	EWK	-				
NORTON	NRN	-				

INSTRUMENT APPROACH PROCEDURE CHARTS



IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ALTERNATE MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI RNAV (GPS) Rwy 13¹
RNAV (GPS) Rwy 17¹
RNAV (GPS) Rwy 31¹
RNAV (GPS) Rwy 35¹
VOR Rwy 35²

¹NA when local weather not available.

²Category D, 800-2½.

ALBION, NE

ALBION MUNI NDB Rwy 33
RNAV (GPS) Rwy 15
RNAV (GPS) Rwy 33

NA when local weather not available.

ALLIANCE, NE

ALLIANCE MUNI RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 12
RNAV (GPS) Rwy 26
RNAV (GPS) Rwy 30
VOR Rwy 30

NA when local weather not available.

AURORA, NE

AURORA MUNI-
AL POTTER FIELD RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34

NA when local weather not available.

BEATRICE, NE

BEATRICE MUNI RNAV (GPS) Rwy 17¹²
RNAV (GPS) Rwy 35¹²
VOR Rwy 13¹²
VOR Rwy 17³
VOR Rwy 35¹²

¹NA when local weather not available.

²Category D, 800-2½.

³Categories A,B, 1000-2; Categories C,D, 1000-3.

NAME ALTERNATE MINIMUMS

BLAIR, NE

BLAIR MUNI RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31

NA when local weather not available.

BROKEN BOW, NE

BROKEN BOW MUNI RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
VOR Rwy 14
VOR/DME Rwy 32

NA when local weather not available.

CHADRON, NE

CHADRON MUNI ILS Rwy 2¹²
NDB Rwy 20¹
VOR/DME Rwy 2³⁴
VOR/DME Rwy 20³⁵

¹NA when Chadron weather not available, except for operators with approved weather reporting service.

²ILS, 700-2.

³NA except for operators with approved weather reporting service.

⁴Categories A,B, 1000-2; Category C, 1000-2½, Category D, 1000-3.

⁵Categories A,B, 1300-2; Categories C, D, 1300-3.

CHANUTE, KS

CHANUTE
MARTIN JOHNSON RNAV (GPS) Rwy 36
VOR-A

NA when local weather not available.

COFFEYVILLE, KS

COFFEYVILLE MUNI NDB Rwy 35¹
RNAV (GPS) Rwy 35

NA when local weather not available.

¹Category D, 800-2½.

JIM KELLY FIELD RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LIBERAL, KS

LIBERAL-MID

AMERICA RGNL ILS or LOC Rwy 35
 RNAV (GPS) Rwy 4
 RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 22
 RNAV (GPS) Rwy 35
 VOR/DME Rwy 17
 VOR Rwy 4¹
 VOR Rwy 35

NA when local weather not available.

¹Category D, 800-2½.

LINCOLN, NE

LINCOLN RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36

NA when local weather not available.

MANHATTAN, KS

MANHATTAN RGNL ILS Rwy 3
 NA when control tower closed.

MC COOK, NE

MC COOK BEN

NELSON RGNL ILS or LOC/DME Rwy 12
 RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 30
 VOR Rwy 12
 VOR Rwy 30

NA when local weather not available.

MC PHERSON, KS

MC PHERSON RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 36

NA when local weather not available.

NEBRASKA CITY, NE

NEBRASKA CITY MUNI .. RNAV (GPS) Rwy 15
 RNAV (GPS) Rwy 33

NA when local weather not available.

NEWTON, KS

NEWTON-CITY-COUNTY .. ILS or LOC Rwy 17
 RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 VOR/DME-A

NA when local weather not available.

NORFOLK, NE

KARL STEFAN

MEMORIAL RNAV (GPS) Rwy 1
 RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 19
 RNAV (GPS) Rwy 32

NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT

LEE BIRD FIELD ILS or LOC Rwy 30¹
 VOR Rwy 35²

¹Categories B, C, D, 700-2.²Category C, 800-2½; Category D, 800-2½.

OGALLALA, NE

SEARLE FEILD RNAV (GPS) Rwy 8
 RNAV (GPS) Rwy 26

NA when local weather not available.

OLATHE, KS

NEW CENTURY

AIR CENTER ILS or LOC Rwy 36¹²
 RNAV (GPS) Rwy 18²
 RNAV (GPS) Rwy 36²
 VOR-A²³

¹NA when control tower closed.²NA when local weather not available.³Category D, 800-2½.

OMAHA, NE

EMPLEY

AIRFIELD ILS or LOC/DME Rwy 14L¹
 ILS or LOC/DME Rwy 14R¹
 ILS or LOC/DME Rwy 18¹
 ILS or LOC Rwy 32L³
 ILS or LOC 32R²
 ILS Rwy 36¹
 RNAV (GPS) Rwy 14L⁴
 RNAV (GPS) Rwy 14R⁴
 RNAV (GPS) Rwy 18⁴
 RNAV (GPS) Rwy 32L⁵
 RNAV (GPS) Rwy 32R⁶
 RNAV (GPS) Rwy 36⁴
 6097VOR Rwy 32L⁴

¹ILS, Categories A,B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.²ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.³ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.⁴Category D, 800-2½.⁵Category D, 800-2½.⁶Categories A,B,C,D, 800-2½.

MILLARD RNAV (GPS) Rwy 12
 RNAV (GPS) Rwy 30

NA when local weather not available.

O'NEILL, NE

THE O'NEILL MUNI-

JOHN L BAKER FIELD RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31

NA when local weather not available.

NAME ALTERNATE MINIMUMS

ORD, NE

EVELYN SHARP FIELD NDB Rwy 13¹
 RNAV (GPS) Rwy 13
 RNAV (GPS) Y Rwy 31
 RNAV (GPS) Z Rwy 31

NA when local weather not available.

¹Categories A, B, 1000-2.

PARSONS, KS

TRI-CITY RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 VOR/DME Rwy 17

NA when local weather not available.

PITTSBURG, KS

ATKINSON MUNI RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34

NA when local weather not available.

PLATTSMOUTH, NE

PLATTSMOUTH MUNI NDB Rwy 34
 RNAV (GPS) Rwy 16
 RNAV (GPS) Rwy 34

NA when local weather not available.

PRATT, KS

PRATT INDUSTRIAL RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35

NA when local weather not available.

RUSSELL, KS

RUSSEL MUNI RNAV (GPS) Rwy 17
 RNAV (GPS) Rwy 35
 VOR/DME-A

NA when local weather not available.

SALINA, KS

SALINA MUNI ILS or LOC Rwy 35¹
 NDB Rwy 35²
 RNAV (GPS) Rwy 12³
 RNAV (GPS) Rwy 30³
 VOR Rwy 17³⁴

¹LOC, NA when control tower closed.

²NA when control tower closed.

³NA when local weather not available.

⁴Category E, 800-2½.

NAME ALTERNATE MINIMUMS

SCOTTSBLUFF, NE

WESTERN NEBRASKA RGNL/
 WILLIAM B. HEILIG FIELD ILS Rwy 30¹
 ILS or LOC/DME Rwy 12²³
 RNAV (GPS) Rwy 5³
 RNAV (GPS) Rwy 12³⁴
 RNAV (GPS) Rwy 23³
 RNAV (GPS) Rwy 30³
 VOR/DME Rwy 5³
 VOR or TACAN Rwy 23³

¹ILS, Category D, 700-2.

²ILS, Categories A,B,C, 700-2; Category D, 700-2½. LOC, Category D, 800-2½.

³NA when local weather not available.

⁴Category D, 800-2½.

SIDNEY, NE

SIDNEY MUNI/
 LLOYD W CARR FIELD .. RNAV (GPS) Rwy 13
 RNAV (GPS) Rwy 31
 VOR Rwy 13
 VOR Rwy 31¹
 VOR/DME or TACAN Rwy 13
 VOR/DME or TACAN Rwy 31

NA when local weather not available.

¹Category D, 800-2½.

TEKAMAH, NE

TEKAMAH MUNI RNAV (GPS) Rwy 14
 RNAV (GPS) Rwy 32
 VOR Rwy 31²

NA when local weather not available.

¹Categories A, B, 900-2; Categories C, D, 900-2½.

THEDFORD, NE

THOMAS COUNTY RNAV (GPS) Rwy 11
 RNAV (GPS) Rwy 29

NA when local weather not available.

TOPEKA, KS

FORBES FIELD ILS or LOC Rwy 31¹²
 RNAV (GPS) Rwy 3³
 RNAV (GPS) Rwy 13³
 RNAV (GPS) Rwy 21³
 RNAV (GPS) Rwy 31³

¹ILS, Category E, 700-2½; LOC, Category E, 800-2½.

²NA when control tower closed.

³NA when local weather not available.

PHILIP BILLARD MUNI ILS or LOC Rwy 13¹
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 22

NA when local weather not available.

¹NA when control tower closed.

NAME ALTERNATE MINIMUMS

VALENTINE, NE

MILLER FIELD NDB Rwy 32,900-2.

WICHITA, KS

COLONEL

JAMES JABARA ILS or LOC/DME Rwy 18¹

RNAV (GPS) Rwy 18²

RNAV (GPS) Rwy 36²

RNAV (GPS)-E²

VOR-A²

NA when local weather not available.

¹ILS, Category D, 700-2¼; LOC, Category D, 800-2¼.

²Category D, 800-2¼.

WICHITA

MID-CONTINENT ILS or LOC Rwy 1L¹

ILS or LOC Rwy 1R¹

ILS Rwy 19R¹

ILS or LOC Rwy 19L²

VOR Rwy 14³

¹LOC, Category E, 800-2¼.

²Category E, 800-2¼.

³Category A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

YORK, NE

YORK MUNI RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

MARSHALL AAF (KFRI), KS (Fort Riley) (10070 USA)

ELEV 1065

RADAR - (E) 121.25 254.35 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	4	3.0°/36/683	ABCD	1265-¾	200	(200-¾)
ASR ¹	4		AB	1700-1	635	(700-1)
			C	1700-1¾	635	(700-1¾)
			D	1700-2	635	(700-2)
	22		AB	1680-1	616	(700-1)
			C	1680-1¾	616	(700-1¾)
			D	1680-2	616	(700-2)
CIR	All Rwy ²		AB	1700-1	635	(700-1)
			C	1700-1¾	635	(700-1¾)
			D	1760-2½	695	(700-2½)

Lost Communications (All Rwys): As directed on initial contact.

¹Opr 1300-0530Z++ Mon-Sat exc hol. ²Circling not authorized NW of RWY 4-22.

OFFUTT AFB (KOFF), NE (Omaha) (Amdt 1 08017 USAF)

ELEV 1052

RADAR - (E) 127.85 135.35 281.5 290.550 298.875 335.5 340.9 378.8 ▽

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	30 ⁴⁵⁶	2.8°/57/1178	ABCDE	1189/24	200	(200-½)
	12 ²³⁵⁷⁸	3.0°/46/1066	ABCDE	1293/50	250	(300-1)

¹PAR opr 1200-0400Z++ Mon-Fri, with option to close PAR early upon termination of 55th WG flying, Sat-Sun operations will be on call only, NO-NOTAM preventive maint sked: PAR 1300-1500Z++ Wed and Fri. ²When ALS inop, RVR/vis increase not required. ³VGSI and procedure TCH not coincident. ⁴When ALS inop, increase CAT ABCDE RVR to 40 and VIS to ¾.

⁵CAUTION: Extensive light aircraft in vicinity Millard Muni. ⁶MISSED APPROACH: Climb and maintain 3000, fly heading 304°. Expect RADAR Vectors. ⁷CAUTION: Terrain 1053' MSL, 200' to 250' from threshold, 360° to 400' left of course. USAF: When VGSI INOP, straight in procedures to Rwy 12 at night requires approval from MAJCOM DO or equivalent. ⁸MISSED APPROACH: Climb and maintain 3000, fly heading 124°. Expect RADAR Vectors.

IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

INSTRUMENT APPROACH PROCEDURE CHARTS

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

AINSWORTH, NE

AINSWORTH MUNI (ANW)

ORIG 08157 (FAA)

NOTE: **Rwy 31**, fence 81' from departure end of runway, 374' right of centerline, 3' AGL/2589' MSL.

ALBION, NE

ALBION MUNI (BVN)

AMDT 1 08269 (FAA)

NOTE: **Rwy 15**, trees beginning 370' from departure end of runway, 72' left of centerline up to 98' AGL/1868' MSL. Fence and trees beginning 4' from departure end of runway, 114' right of centerline, up to 61' AGL/1831' MSL. **Rwy 33**, trees, vehicles, terrain, and equipment beginning 93' from departure end of runway, 24' right of centerline, up to 52' AGL/1871' MSL. Trees, building, and equipment 175' from departure end of runway, 12' left of centerline, up to 57' AGL/1863' MSL.

ATKINSON, NE

STUART-ATKINSON MUNI (8V2)

ORIG 98225 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA.

NAME TAKE-OFF MINIMUMS

AUGUSTA, KS

AUGUSTA MUNI (3AU)

ORIG 10154 (FAA)

NOTE: **Rwy 18**, vehicles on road, 294' from DER, left to right of centerline, 15' AGL/1319' MSL. Trees beginning 386' from DER, 498' left of centerline, 100' AGL/1419' MSL. **Rwy 36**, vehicles on highway, 687' from DER, left to right of centerline, 17' AGL/1354' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10154

AURORA, NE

AURORA MUNI - AL POTTER FIELD (AUH)
ORIG 08269 (FAA)

NOTE: **Rwy 16**, trees beginning 74' from departure end of runway, 436' left of centerline, up to 70' AGL/1876' MSL. Vehicles on roadway beginning 396' from departure end of runway, left and right of centerline, up to 15' AGL/1814' MSL. Tree 614' from departure end of runway, 577' right of centerline, 50' AGL/1859' MSL. **Rwy 34**, fence 9' from departure end of runway, 470' left of centerline, 4' AGL/1806' MSL. Vehicles on roadway beginning 93' from departure end of runway, 511' left of centerline, up to 15' AGL/1824' MSL. Tree 135' from departure end of runway, 417' right of centerline, 12' AGL/1812' MSL. Wood power poles beginning 320' from departure end of runway, 289' left of centerline, up to 61' AGL/1863' MSL. Vehicles on roadway beginning 480' from departure end of runway, left and right of centerline, up to 15' AGL/1824' MSL. Trees beginning 722' from departure end of runway, 376' left of centerline, up to 46' AGL/1847' MSL. Chimney 770' from departure end of runway, 500' left of centerline, 24' AGL/1827' MSL. Antennas beginning 802' from departure end of runway, 479' left of centerline, up to 35' AGL/1835' MSL.

BASSETT, NE

ROCK COUNTY (RBE)
AMDT2 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwys 2, 20**, NA-Environmental. NOTE: **Rwy 13**, fence and trees beginning 12' from DER, 298' left of centerline, up to 60' AGL/2449' MSL. Fence and trees beginning 16' from DER, 320' right of centerline, up to 60' AGL/2459' MSL. **Rwy 31**, rising terrain, trees, and train on railroad tracks beginning 2' from DER, 155' left of centerline, up to 60' AGL/2409' MSL. Sign, obstruction light on airport beacon and multiple vehicles, towers, trees, fences, and fuel farms beginning 31' from DER, 330' right of centerline, up to 58' AGL/2403' MSL. Train on railroad tracks, multiple buildings, vehicles and trees beginning 353' from DER, 322' right of centerline, up to 80' AGL/2416' MSL.

BEATRICE, NE

BEATRICE MUNI (BIE)
ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, Climb heading 173° to 1900 before proceeding on course.

BELOIT, KS

MORITZ MEMORIAL (K61)
AMDT 1 94118 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 8, 22, 26**, NA. DEPARTURE PROCEDURE: **Rwys 17, 35**, climb to 2400 before turning east on course.

BLAIR, NE

BLAIR MUNI (BTA)
ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 13**, climb on a heading between 124° CCW to 314° from DER or minimum climb of 239' per NM to 3000 for all other courses.

NOTE: **Rwy 13**, rising terrain beginning at DER, 183' right of centerline, up to 1319' MSL. **Rwy 31**, trees beginning 434' from DER, 1' right of centerline, up to 35' AGL/1364' MSL.

BROKEN BOW, NE

BROKEN BOW MUNI (BBW)
AMDT 2 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, 500-1. **Rwy 32**, 400-1.

CHANUTE, KS

CHANUTE MARTIN JOHNSON (CNU)
ORIG 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 002° to 1500 before turning right.

NOTE: **Rwy 18**, trains on railroad beginning 210' from DER, from left to right of centerline, up to 23' AGL/1022' MSL. Trees beginning 2437' from DER, from left to right of centerline, up to 100' AGL/1079' MSL. **Rwy 36**, vehicles on road beginning 316' from DER, from left to right of centerline, up to 15' AGL/994' MSL. Trees beginning 447' from DER, 522' left of centerline, up to 100' AGL/1079' MSL. Trees beginning 519' from DER, 619' right of centerline, up to 100' AGL/1079' MSL.

CLAY CENTER, KS

CLAY CENTER MUNI (CYW)
ORIG 84033 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1.

COFFEYVILLE, KS

COFFEYVILLE MUNI (CFV)
ORIG 97002 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4, 17, 22, 35**, 300-1.

COLBY, KS

SHALZ FIELD (CBK)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 12, 22, 30**, NA-Environmental.

NOTE: **Rwy 17**, terrain beginning 7' from departure end of runway, 193' right of centerline, up to 3156' MSL. Trees beginning 3708' from departure end of runway, 1072' right of centerline, up to 100' AGL/3249' MSL. Vehicle and road beginning 550' from departure end of runway, 35' left to right of centerline, 15' AGL/3174' MSL. **Rwy 35**, terrain beginning 205' from departure end of runway, 248' left of centerline, up to 3196' MSL.

COLUMBUS, NE

COLUMBUS MUNI (OLU)
AMDT 5 05244 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1 or std. with a min. climb of 331' per NM to 1800.

NOTE: **Rwy 2**, tower 4681' from departure end of runway, 976' left of centerline, 141' AGL/1624' MSL. Pole 5533' from departure end of runway, 1626' left of centerline, 110' AGL/1632' MSL. **Rwy 14**, multiple trees and antenna beginning 2378' from departure end of runway, 934' left of centerline, up to 71' AGL/1508' MSL. **Rwy 20**, tower 3378' from departure end of runway, 1053' left of centerline, 131' AGL/1570' MSL. **Rwy 32**, multiple tree and towers beginning 2976' from departure end of runway, 284' right of centerline, 65' AGL/1525' MSL. Tower 3157' from departure end of runway, 254' left of centerline, 73' AGL/1527' MSL.

10154



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURES PROCEDURES

**CONCORDIA, KS**

BLOSSER MUNI (CNK)

AMDT 1 99084 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30, NA.****COZAD, NE**

COZAD MUNI (CZD)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36, NA -**
Environmental.NOTE: **Rwy 13**, grain elevators 3968' from departure end of runway, 103' right of centerline, 157' AGL/2678' MSL.

Multiple poles beginning 13' from departure end of runway, 372' right of centerline, up to 43' AGL/2540' MSL. Multiple buildings beginning 97' from departure end of runway, 356' right of centerline, up to 18' AGL/2515' MSL. Fuel tank 22' from departure end of runway, 372' right of centerline, 13' AGL/2509' MSL. Antenna on grain elevator, 3672' from departure end of runway, 392' left of centerline, 189' AGL/2678' MSL. Multiple trees beginning 222' from departure end of runway, 24' left of centerline, up to 68' AGL/2562' MSL. Grain elevator 5482' from departure end of runway, 1120' from departure end of runway, 170' AGL/2660' MSL. Building light 5439' from departure end of runway, 1086' left of centerline, 167' AGL/2657' MSL. Multiple light poles beginning 290' from departure end of runway, 370' left of centerline, up to 57' AGL/2551' MSL. Multiple satellite dishes beginning 870' from departure end of runway, 432' left of centerline, up to 54' AGL/2549' MSL.

Multiple buildings beginning 141' from departure end of runway, 88' left of centerline, up to 56' AGL/2550' MSL. Fence 1' from departure end of runway, 369' left of centerline, 4' AGL/2500' MSL. Diving board 575' from departure end of runway, 572' left of centerline, 13' AGL/2513' MSL. **Rwy 31**, multiple trees and buildings beginning 136' from departure end of runway, 450' right of centerline, up to 100' AGL/2604' MSL. Building 608' from departure end of runway, 547' left of centerline, up to 50' AGL/2554' MSL.**CRETE, NE**

CRETE MUNI (CEK)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31, NA -**
Environmental.NOTE: **Rwy 17**, numerous trees 193' from departure end of runway, 164' left of centerline, 42' AGL/1509' MSL. Numerous trees 18' from departure end of runway, 298' right of centerline, 20' AGL/1486' MSL. **Rwy 35**, numerous trees and building 201' from departure end of runway, 259' right of centerline, 62' AGL/1580' MSL. Buildings 72' from departure end of runway, 400' left of centerline, 20' AGL/1514' MSL.**DAVID CITY, NE**

DAVID CITY MUNI (93Y)

AMDT 1 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 1, 19, NA-turf runway.**NOTE: **Rwy 32**, trees beginning at DER, 327' left of centerline, up to 29' AGL/1642' MSL. Trees beginning 1864' from DER, 99' left of centerline, up to 58' AGL/1671' MSL. Vehicle on highway 886' from DER, 711' left of centerline, 15' AGL/1636' MSL.**ELKHART, KS**

ELKHART-MORTON COUNTY (EHA)

AMDT 1 10154 (FAA)

DEPARTURE PROCEDURE: **Rwy 22**, climb heading 221° to 4100 before turning right.NOTE: **Rwy 4**, tree 181' from DER, 425' left of centerline, 100' AGL/3689' MSL. **Rwy 17**, multiple mobiles beginning 576' from DER, 79' left of centerline, up to 18' AGL/3635' MSL. Vehicles on road beginning 503' from DER, 202' right of centerline, up to 15' AGL/3633' MSL. Vehicles on road beginning 508' from DER, 1' left of centerline, up to 15' AGL/3632' MSL. Post 8' from DER, 306' left of centerline, 3' AGL/3619' MSL. **Rwy 22**, vehicle on road 255' from DER, 485' left of centerline, 15' AGL/3633' MSL. **Rwy 35**, Post 5' from DER, 321' left of centerline, 6' AGL/3609' MSL. Tree 337' from DER, 463' left of centerline, 100' AGL/3709' MSL.**EMPORIA, KS**

EMPORIA MUNI (EMP)

ORIG 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 400-3 or std. with a min. climb 225' per NM to 1800'.NOTE: **Rwy 19**, tree and bush 66' from departure end of runway, 283' left of centerline, up to 40' AGL/1226' MSL. Tower 2.4 NM from departure end of runway, 3901' right of centerline, 300' AGL/1565' MSL.**EUREKA, KS**

EUREKA MUNI (13K)

ORIG 84327 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 600-3 or std. with a min. climb 345' per NM to 2000.**FAIRBURY, NE**

FAIRBURY MUNI (FBY)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29, NA-VFR/Turf Rwy.**NOTE: **Rwy 17**, multiple trees beginning 7' from departure end of runway, 463' right of centerline, up to 53' AGL/1507' MSL. Multiple poles beginning 587' from departure end of runway, 481' right of centerline, up to 38' AGL/1492' MSL. Light tower 573' from departure end of runway, 612' right of centerline, 46' AGL/1501' MSL. Satellite dish 531' from departure end of runway, 571' right of centerline, up to 38' AGL/1494' MSL. **Rwy 35**, multiple poles beginning 93' from departure end of runway, 319' left of centerline, up to 29' AGL/1508' MSL. Poles beginning 849' from departure end of runway, 415' right of centerline, up to 26' AGL/1503' MSL. Fence 79' from departure end of runway, 417' left of centerline, 4' AGL/1483' MSL.

**FALLS CITY, NE**

BRENNER FIELD (FNB)

AMDT 3 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 266' per NM to 1200.DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 144° to 1700 before turning right.NOTE: **Rwy 14**, pole 256' from departure end of runway, 463' right of centerline, 25' AGL/990' MSL. Catenary 294' from departure end of runway, 401' right of centerline, 24' AGL/989' MSL. Tree 2889' from departure end of runway, 582' right of centerline, 55' AGL/1053' MSL. **Rwy 32**, tree 3360' from departure end of runway, 856' left of centerline, 100' AGL/1099' MSL.**FORT LEAVENWORTH, KS**

SHERMAN AAF (FLV)

ORIG 05300 (FAA)

DEPARTURE PROCEDURE: **Rwy 15**, Climb via heading

155° to 1700 before turning southwest.

NOTE: **Rwy 15**, road 79' from departure end of runway, across departure course, up to 15' AGL/779' MSL. Building 400' from departure end of runway, 580' left of centerline, 28' AGL/788' MSL, pump house 444' from departure end of runway, 564' left of centerline, 23' AGL/783' MSL, boats 1063' from departure end of runway, across departure course, up to 45' AGL/800' MSL, trees 2165' from departure end of runway, across departure course, up to 75' AGL/838' MSL. **Rwy 33**, multiple trees and poles beginning 117' from departure end of runway on centerline, up to 100' AGL/879' MSL, levee 187' from departure end of runway, on centerline, 35' AGL/782' MSL.**FORT SCOTT, KS**

FORT SCOTT MUNI (FSK)

ORIG 07242 (FAA)

NOTE: **Rwy 18**, multiple trees beginning 673' from departure end of runway, 275' left of centerline, up to 43' AGL/962' MSL. Vehicle on road 621' from departure end of runway, 25' left of centerline, 15' AGL/935' MSL. Tree 654' from departure end of runway, 214' right of centerline, 28' AGL/947' MSL. Fence 193' from departure end of runway, 370' right of centerline, 8' AGL/926' MSL. **Rwy 36**, multiple trees beginning 137' from departure end of runway, 305' left of centerline, up to 43' AGL/952' MSL. Fence 204' from departure end of runway, 284' left of centerline, 8' AGL/911' MSL. Multiple trees beginning 359' from departure end of runway, 399' right of centerline, up to 44' AGL/933' MSL.**FREMONT, NE**

FREMONT MUNI (FET)

AMDT 5 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, 600-2½ with a min. climb of 370' per NM to 2000.DEPARTURE PROCEDURE: **Rwy 19**, Climb heading 185° to 1800 before proceeding on course.NOTE: **Rwy 19**, vehicle plus road beginning 213' from departure end of runway, 430' left and right of centerline, up to 15' AGL/1224' MSL. Tree 3771' from departure end of runway, 741' left of centerline, 100' AGL/1299' MSL. Tree 3349' from departure end of runway, 803' right of centerline, 100' AGL/1294' MSL. **Rwy 14**, tree 1248' from departure end of runway, 148' right of centerline, 100' AGL/1304' MSL. Vehicle plus road 513' from departure end of runway, 272' right of centerline, 15' AGL/1219' MSL. **Rwy 19**, vehicle plus road 531' from departure end of runway, 269' left of centerline, 15' AGL/1219' MSL. Tree 1222' from departure end of runway, 255' right of centerline, 100' AGL/1304' MSL. **Rwy 32**, multiple trees beginning 2053' from departure end of runway, 455' left of centerline, up to 84' AGL/1288' MSL. Multiple street lights beginning 1433' from departure end of runway, 465' right of centerline, up to 41' AGL/1246' MSL.**GARDEN CITY, KS**

GARDEN CITY RGNL (GCK)

ORIG 07186 (FAA)

NOTE: **Rwy 12**, multiple trees beginning 585' from DER, 431' left of centerline, up to 52' AGL/2926' MSL.**GARDNER, KS**

GARDNER MUNI (K34)

ORIG-A 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8**, multiple power lines 192' from DER, 430' left of centerline, up to 38' AGL/1069' MSL.NOTE: **Rwy 26**, multiple power lines 472' from DER, 502' right of centerline, up to 38' AGL/1072' MSL.**GOODLAND, KS**

RENNER FIELD/GOODLAND MUNI (GLD)

AMDT 4 03303 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, NA.DEPARTURE PROCEDURE: **Rwy 23**, climb via heading 234° to 4300 before turning south.NOTE: **Rwy 12**, road 510' from departure end of runway, 544' left of centerline, 3665' MSL. **Rwy 17**, rod on dome 1738' from departure end of runway, 12' right of centerline 87' AGL/3746' MSL. Rod on OL AMOM 1252' from departure end of runway, 550' right of centerline, 37' AGL/3689' MSL. Tower 1700' from departure end of runway, 62' right of centerline, 49' AGL/3700' MSL. Pole 1293' from departure end of runway, 531' right of centerline, 49' AGL/3689' MSL. **Rwy 23**, road 683' from departure end of runway, 167' right of centerline, 3679' MSL. Terrain 62' from departure end of runway, 297' right of centerline, 3659' MSL. Tower 1218' from departure end of runway, 5347' left of centerline, 380' AGL/4080' MSL. **Rwy 30**, rail on silo 721' from departure end of runway, 567' left of centerline, 36' AGL/3675' MSL. Tree 153' from departure end of runway, 241' left of centerline, 16' AGL/3658' MSL. Tree 216' from departure end of runway, 391' left of centerline, 17' AGL/3659' MSL. Tree 1030' from departure end of runway, 460' left of centerline, 34' AGL/3676' MSL. Tree 1096' from departure end of runway, 641' right of centerline, 35' AGL/3674' MSL.



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10154

GORDON, NE

GORDON MUNI (GRN)
AMDT 2 90291 (FAA)

TAKE-OFF MINIMUMS: **Rwy 29**, 300-1.
DEPARTURE PROCEDURE: **Rwys 22, 29**, climb runway heading to 4400 before turning.

GOTHENBURG, NE

QUINN FIELD (GTE)
AMDT 1 81106 (FAA)

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1 or std. with a min. climb of 300' per NM to 2800.

GRAND ISLAND, NE

CENTRAL NEBRASKA RGNL (GRI)
ORIG 07354 (FAA)

NOTE: **Rwy 13**, tree 1334' from departure end of runway, 730' left of centerline, 39' AGL/1881' MSL.

GRANT, NE

GRANT MUNI (GGF)
ORIG 08213 (FAA)

NOTE: **Rwy 15**, post 7' from departure end of runway, 297' left of centerline, 4' AGL/3424' MSL. Post 5' from departure end of runway, 300' left of centerline, 5' AGL/3424' MSL. Road with vehicle 524' from departure end of runway, 525' left of centerline, 17' AGL/3442' MSL. Trees beginning 128' from departure end of runway, 304' left of centerline, up to 100' AGL/3442' MSL. **Rwy 33**, terrain 107' from departure end of runway, 352' left of centerline, 0' AGL/3426' MSL. Fence 226' from departure end of runway, 505' left of centerline, 8' AGL/3430' MSL. Terrain beginning 102' from departure end of runway, 199' right of centerline, up to 0' AGL/3429' MSL. Fence 3' from departure end of runway, 496' right of centerline, 4' AGL/3426' MSL.

GREAT BEND, KS

GREAT BEND MUNI (GBD)
ORIG 08325 (FAA)

DEPARTURE PROCEDURE: **Rwy 35**, climb heading 352° to 3200 before turning eastbound.
NOTE: **Rwy 35**, tree 1312' from departure end of runway, 826' left of centerline, 62' AGL/1946' MSL.

HASTINGS, NE

HASTINGS MUNI (HSI)
AMDT 3 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 090° to 3000 before proceeding on course. **Rwy 32**, climb heading 323° to 2500 before turning right.
NOTE: **Rwy 14**, vehicle on road 202' from DER, 386' left of centerline, 15' AGL/1952' MSL. Tree 625' from DER, 498' right of centerline, 17' AGL/1961' MSL. Lightpole 620' from DER, 657' right of centerline, 35' AGL/1977' MSL. Multiple trees beginning 835' from DER, 558' left of centerline, up to 61' AGL/2010' MSL.

HAYS, KS

HAYS RGNL (HYS)
AMDT 2 92180 (FAA)

DEPARTURE PROCEDURE: **Rwy 34**, westbound departures (160° CW 340°) climb runway heading 3100 before proceeding on course.

HEBRON, NE

HEBRON MUNI (HJH)
ORIG 85115 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30**, 300-1.
DEPARTURE PROCEDURE: **All Rwys**: climb straight ahead to 1700 before proceeding on course.

HILL CITY, KS

HILL CITY MUNI (HLC)
ORIG 06047 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1 or std. with a min. climb of 380' to 2500.
DEPARTURE PROCEDURE: **Rwy 35**, climb via heading 352° to 3100 before turning left.
NOTE: **Rwy 17**, tower 3423' from departure end of runway, 1085' left of centerline, 145' AGL/2345' MSL. Tree 633' from departure end of runway, 449' right of centerline, 52' AGL/2221' MSL. Multiple trees beginning 694' from departure end of runway, 189' left of centerline, 40' AGL/2211' MSL. Multiple trees beginning 696' from departure end of runway 289' left of centerline, 40' AGL/2213' MSL. Multiple trees 790' from departure end of runway, 441' right of centerline, 48' AGL/2214' MSL. Tree 878' from departure end of runway, 122' left of centerline, 40' AGL/2210' MSL. Tree 899' from departure end of runway, 220' right of centerline, 54' AGL/2212' MSL. Multiple trees 893' from departure end of runway, 193' left of centerline, 70' AGL/2211' MSL. Tree 945' from departure end of runway, 229' right of centerline, 65' AGL/2213' MSL. **Rwy 35**, tree 1529' from departure end of runway, 94' left of centerline, 36' AGL/2279' MSL. Power pole 2433' from departure end of runway, 1046' right of centerline, 48' AGL/2308' MSL. Power pole 2447' from departure end of runway, 785' right of centerline, 41' AGL/2311' MSL.

HOLDREGE, NE

BREWSTER FIELD (HDE)
AMDT 2 98113 (FAA)

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA.
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 3800 before turning right. **Rwy 36**, climb runway heading to 3600 before turning left.

HUGOTON, KS

HUGOTON MUNI (HQQ)
AMDT 1 07186 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, NA-obstacles.
DEPARTURE PROCEDURE: **Rwy 2**, climb heading 016° to 3800 before turning right.
NOTE: **Rwy 2**, multiple poles, hangars, and vehicle on road beginning 25' from departure end of runway, 334' left of centerline, up to 43' AGL/3167' MSL. Pole and fence beginning 19' from departure end of runway, 304' right of centerline, up to 33' AGL/3157' MSL. **Rwy 20**, vehicle on road 1' from departure end of runway, 371' right of centerline, 15' AGL/3153' MSL. Vehicle on road 203' from departure end of runway, 369' left of centerline, 15' AGL/3148' MSL.

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TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

**HUTCHINSON, KS**

HUTCHINSON MUNI (HUT)

AMDT 4 92233 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4,22**, 300-1 or std. with a min. climb of 370' per NM to 1700.DEPARTURE PROCEDURE: **All Rwys**, eastbound departures (030° CW 130°) climb runway heading to 3300 before turning.**IMPERIAL, NE**

IMPERIAL MUNI (IML)

AMDT 2 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 260' per NM to 3700.**INDEPENDENCE, KS**

INDEPENDENCE MUNI (IDP)

ORIG 08325 (FAA)

NOTE: **Rwy 4**, trees beginning 2911' from departure end of runway, 1236' left of centerline, up to 100' AGL/929' MSL. Tree 1878' from departure end of runway, 236' right of centerline, 52' AGL/871' MSL. **Rwy 17**, trees beginning 1402' from departure end of runway, 696' left of centerline, up to 31' AGL/860' MSL. **Rwy 35**, obstruction light on DME 1002' from departure end of runway, 256' right of centerline, 20' AGL/849' MSL. Trees beginning 2515' from departure end of runway, 994' right of centerline, up to 100' AGL/929' MSL.

IOLA, KS

ALLEN COUNTY (K88)

ORIG 09071 (FAA)

NOTE: **Rwy 1**, trees 1280' from DER, 485' right of centerline, 100' AGL/1109' MSL. **Rwy 19**, vehicle on road 28' from DER, 501' right of centerline, 15' AGL/1024' MSL. Terrain beginning 69' from DER, 229' right of centerline, up to 1014' MSL. Trees 2240' from DER, 1068' right of centerline, 100' AGL/1109' MSL. Trees 2381' from DER, 621' left of centerline, 100' AGL/1089' MSL.

JUNCTION CITY, KS

FREEMAN FIELD (3JC)

AMDT 2 10042 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,23**, NA-Environmental.

Rwy 18, 500-234 or std. with a min. climb of 420' per NM to 1700. **Rwy 36**, 300-2 or std. w/ min climb of 234' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 189° to 2200 before turning right. **Rwy 36**, climb heading 009° to 2000 before proceeding on course.

NOTE: **Rwy 18**, numerous towers and poles beginning 909' from DER, 389' left of centerline, up to 135' AGL/1432' MSL. Tank 1.1 NM from DER, 1895' left of centerline, 148' AGL/1410' MSL. Antenna 1.9 NM from DER, 478' left of centerline, 75' AGL/1426' MSL.

Numerous towers and trees beginning 28' from DER, 437' right of centerline, up to 320' AGL/1540' MSL. **Rwy 36**, tree 540' from DER, 6' left of centerline, 100' AGL/1164' MSL. Trees beginning 2531' from DER, 397' right of centerline, up to 100' AGL/1164' MSL. Building 54' from DER, 435' left of centerline, 30' AGL/1165' MSL.

KEARNEY, NE

KEARNEY RGNL (EAR)

ORIG 03023 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13**, cross departure end of runway at or above 20' AGL/2149' MSL.NOTE: **Rwy 13**, trees 1600' from departure end of runway, 745' right of centerline, 80' AGL/2189' MSL.**KIMBALL, NE**

KIMBALL MUNI/ROBERT E. ARRAJ FIELD

(IBM)

ORIG 07018 (FAA)

NOTE: **Rwy 10**, fence 218' from departure end of runway, 273' right of centerline, 4' AGL/4905' MSL. Wind cone 256' from departure end of runway, 222' left of centerline, 14' AGL/4914' MSL. Multiple stop signs beginning 830' from departure end of runway, 555' left of centerline, up to 17' AGL/4926' MSL. **Rwy 28**, terrain beginning 75' from departure end of runway, 262' right of centerline, up to 4939' MSL. Terrain beginning 141' from departure end of runway, 435' left of centerline, up to 4932' MSL.

LAWRENCE, KS

LAWRENCE MUNI (LWC)

AMDT 4 03247 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1½ or std. with a min. climb of 387' per NM to 1300. **Rwy 33**, 300-1 or std. with a min. climb of 327' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 15**, south and west departures (140° CW 360°), climb via heading 130° to 2400 before turning right on course. **Rwy 19**, climb via heading 180° to 2400 before turning on course.

NOTE: **Rwy 1**, bush 297' from departure end of runway, 192' right of centerline, 9' AGL/842' MSL, tree 2864' from departure end of runway, 759' right of centerline, 90' AGL/969' MSL, tree 4151' from departure end of runway, 1466' left of centerline, 79' AGL/958' MSL, tree 7024' from departure end of runway, 2180' right of centerline, 45' AGL/1104' MSL, tree 7285' from departure end of runway, 1781' right of centerline, 100' AGL/1179' MSL, tree 7406' from departure end of runway, 349' right of centerline, 49' AGL/1088' MSL, tree 7980' from departure end of runway, 2613' right of centerline, 46' AGL/1105' MSL, tree 10,211' from departure end of runway, 2539' left of centerline, 49' AGL/1108' MSL, tree 11,544' from departure end of runway, 1866' left of centerline, 70' AGL/1129' MSL. **Rwy 15**, tree 543' from departure end of runway, 561' left of centerline, 28' AGL/857' MSL, tree 1361' from departure end of runway, 714' right of centerline, 50' AGL/879' MSL. **Rwy 19**, tree 1797' from departure end of runway, 558' right of centerline, 79' AGL/918' MSL, tree 1896' from departure end of runway, 317' right of centerline, 71' AGL/910' MSL. **Rwy 33**, tree 1323' from departure end of runway, 623' right of centerline, 59' AGL/898' MSL, tree 1622' from departure end of runway, 353' right of centerline, 48' AGL/887' MSL, tree 1768' from departure end of runway, 201' right of centerline, 49' AGL/888' MSL, tree 1945' from departure end of runway, 17' left of centerline, 66' AGL/905' MSL, tree 4357' from departure end of runway, 1563' right of centerline, 100' AGL/1009' MSL.



**LEXINGTON, NE**

JIM KELLY FIELD (LXN)

AMDT 2 07130 (FAA)

TAKE-OFF MINIMUMS: **Rwy 19**, std. w/ min. climb of 291' per NM to 4000 or 1200-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 136° to 3500' before turning right. **Rwy 19**, for climb in visual conditions: cross Jim Kelly Field Airport at or above 3500 MSL before proceeding on course.

NOTE: **Rwy 1**, terrain 56' from departure end of runway, 470' left of centerline, 2409' MSL. **Rwy 14**, multiple trees beginning 865' from departure end of runway, 242' left of centerline, up to 59' AGL/2459' MSL. Multiple trees and railroad signals beginning 896' from departure end of runway, 406' right of centerline, up to 55' AGL/2457' MSL. **Rwy 32**, fence 97' from departure end of runway, 497' right of centerline, 3' AGL/2418' MSL. Fence 72' from departure end of runway, 498' left of centerline, 10' AGL/2415' MSL.

LIBERAL, KS

LIBERAL MID-AMERICA RGNL (LBL)

AMDT 5 07242 (FAA)

NOTE: **Rwy 4**, obstruction light on lighted WSK 390' from departure end of runway, 350' left of centerline, 21' AGL/2896' MSL. Tree 1299' from departure end of runway, 785' right of centerline, 44' AGL/2924' MSL. **Rwy 35**, multiple trees beginning 1090' from departure end of runway, 317' right of centerline, up to 39' AGL/2920' MSL.

LINCOLN, NE

LINCOLN (LNK)

ORIG 08269 (FAA)

NOTE: **Rwy 14**, windsock 262' from departure end of runway, 369' left of centerline, 7' AGL/1187' MSL.

Rwy 18, rod on obstruction light tower 3858' from departure end of runway, 687' left of centerline, 80' AGL/1280' MSL. **Rwy 35**, warehouse 4463' from departure end of runway, 1350' left of centerline, 50' AGL/1369' MSL.

MANHATTAN, KS

MANHATTAN RGNL (MHK)

AMDT 6 02108 (FAA)

DEPARTURE PROCEDURE: **All runways**, westbound departures heading 210° through 360° NA.

Rwy 31, departures NA when R-3602B active.

NOTE: R-3602B restricted area immediately west of airport. **Rwy 3**, 100' AGL tree 7690' from departure end of runway, 1507' left of centerline. **Rwy 13**, 100' AGL tree 1873' from departure end of runway, 519' left of centerline. **Rwy 21**, 100' AGL tree 1020' from departure end of runway, 714' right of centerline. **Rwy 31**, 100' AGL tree 8354' from departure end of runway, 867' right of centerline.

MARSHALL AAF (KFRI)

FORT RILEY, KS 07186

Rwy 22, 400-2¾*

* Or standard with minimum climb of 273/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 22**: Climb on heading 224° to 2200 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 4**: Ridgeline 1212' MSL, 2721' from DER, 1104' right of centerline. Ridgeline 1198' MSL, 4791' from DER, 151' right of centerline.

Rwy 22: Antenna 1371' MSL, 8919' from DER, 1292' left of centerline. Antenna 1432' MSL, 14,495' from DER, 2287' left of centerline.

MARYSVILLE, KS

MARYSVILLE MUNI (MYZ)

TAKE-OFF MINIMUMS: **Rwy 15**, 300-1 or std. with a min. climb 402' per NM to 1600. **Rwy 33**, 500-1½ or std. with a min. climb of 496' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1900 before turning.

MC CONNELL AFB (KIAB)

WICHITA, KS 09043

TAKE-OFF OBSTACLES: **Rwy 1L**, KC135 tail 42' AGL/1409' MSL, 24' from DER, 363' left of centerline. **Rwy 1R**, KC135 tail 42' AGL/1406' MSL, 1048' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 139' from DER, 578' right of centerline. KC135 tail 42' AGL/1406' MSL, 325' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 514' from DER, 577' right of centerline. KC135 tail 42' AGL/1406' MSL, 729' from DER, 678' right of centerline. KC135 tail 42' AGL/1406' MSL, 889' from DER, 678' right of centerline. KC135 tail 42' AGL/1400' MSL, 43' from DER, 306' right of centerline.

MC COOK, NE

MC COOK BEN NELSON RGNL (MCK)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-Environmental.

NOTE: **Rwy 4**, tree 275' from departure end of runway, 233' left of centerline, 27' AGL/2566' MSL. **Rwy 12**, multiple trees beginning 71' from departure end of runway, 147' right of centerline, up to 40' AGL/2559' MSL. Tree 240' from departure end of runway, 142' left of centerline, 40' AGL/2549' MSL. **Rwy 22**, pole 843' from departure end of runway, 95' right of centerline, 28' AGL/2587' MSL.

MC PHERSON, KS

MC PHERSON (MPR)

AMDT 2 07298 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8, 26**, NA-Environmental.

NOTE: **Rwy 18**, trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL. **Rwy 36**, bush 32' from departure end of runway, 262' right of centerline, 8' AGL/1495' MSL. Trees beginning 2646' from departure end of runway, 1047' left to 1047' right of centerline, up to 100' AGL/1594' MSL.



**MINDEN, NE**

PIONEER VILLAGE FIELD (0V3)

AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Turf.
DEPARTURE PROCEDURE: **Rwy 34**, climb heading 339° to 3000 before turning right.

NOTE: **Rwy 16**, multiple trees and guard posts beginning 32' from DER, 171' right of centerline up to 75' AGL/2223' MSL. Multiple trees beginning 193' from DER, 465' left of centerline up to 67' AGL/2204' MSL. Multiple street lights beginning 840' from DER, 278' right of centerline up to 29' AGL/2181' MSL. Multiple buildings beginning 1656' from DER, 156' right of centerline up to 70' AGL/2225' MSL. Grain elevator 2000' from DER, 100' right of centerline, 100' AGL/2244' MSL. **Rwy 34**, trees 192' from DER, 324' left of centerline, up to 49' AGL/2200' MSL. Trees 337' from DER, 156' left of centerline, up to 11' AGL/2165' MSL.

NEBRASKA CITY, NE

NEBRASKA CITY MUNI (AFK)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.**NELIGH, NE**

ANTELOPE COUNTY (4V9)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, 400-1¾ or std. w/ min. climb of 315' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 1**, multiple trees beginning 283' from DER, 7' right of centerline, up to 89' AGL/1810' MSL. Multiple towers beginning 1.2 NM from DER, 194' left of centerline, up to 135' AGL/2071' MSL. Multiple antennas beginning 1.4 NM from DER, 434' left of centerline, up to 71' AGL/2022' MSL. Multiple structures beginning 1720' from DER, 2' left of centerline, up to 59' AGL/1780' MSL. Building 1.4 NM from DER, 477' left of centerline, 42' AGL/1991' MSL. **Rwy 13**, tree 30' from DER, 468' left of centerline, 60' AGL/1756' MSL.

Rwy 19, fence beginning 80' from DER, 450' right of centerline, up to 4' AGL/1785' MSL. Ground 76' from DER, 334' right of centerline, 1783' MSL. Ground 180' from DER, 342' right of centerline, 1783' MSL. **Rwy 31**, multiple trees beginning 586' from DER, 603' left of centerline, up to 60' AGL/1819' MSL. Vehicles on road beginning 168' from DER, 523' left of centerline, up to 17' AGL/1766' MSL.

NORFOLK, NE

KARL STEFAN MEMORIAL (OFK)

ORIG 09351 (FAA)

NOTE: **Rwy 1**, terrain with trees beginning 50' from DER, left and right of centerline, up to 100' AGL/1615' MSL. **Rwy 14**, terrain with trees beginning 55' from DER, left and right of centerline, up to 75' AGL/1640' MSL. Vehicle on road 555' from DER, 619' left of centerline, 15' AGL/1586' MSL. Satellite dish 825' from DER, 359' left of centerline, 37' AGL/1599' MSL. Electrical equipment 22' from DER, 499' left of centerline, 5' AGL/1565' MSL. **Rwy 19**, terrain beginning 116' from DER, 486' left of centerline, up to 1576' MSL. Fence 905' from DER, 666' left of centerline, 6' AGL/1596' MSL. Trees beginning 3024' from DER, 486' left and right of centerline, up to 100' AGL/1698' MSL. **Rwy 32**, terrain 180' from DER, 162' left of centerline, 1549' MSL. Tree 778' from DER, 672' left of centerline, 100' AGL/1649' MSL. Railroad tracks 959' from DER, 363' left of centerline, 23' AGL/1568' MSL. Tree 2475' from DER, 60' left of centerline, 81' AGL/1611' MSL.

NORTH PLATTE, NE

NORTH PLATTE RGNL AIRPORT LEE BIRD FIELD (LBF)

AMDT 4 90263 (FAA)

DEPARTURE PROCEDURE: **Rwy 30**, climb runway heading to 4000 before turning right. **Rwy 35**, climb runway heading to 4000 before turning left.

NORTON, KS

NORTON MUNI (NRN)

AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26**, NA-Environmental. **Rwy 16**, 400-3.

NOTES: **Rwy 16**, Tower 2241' from departure end of runway, 642' left of centerline, 198' AGL/2528' MSL. Tower 2.42 NM from departure end of runway, 3467' right of centerline, 358' AGL/2758' MSL. **Rwy 34**, Tree 630' from departure end of runway, 203' left of centerline, 100' AGL/2489' MSL.

O'NEILL, NE

THE O'NEILL MUNI-JOHN L. BAKER FIELD (ONL)

ORIG 88266 (FAA)

DEPARTURE PROCEDURE: **Rwys 4, 13, 22**, climb runway heading to 2600 before turning.

OAKLEY, KS

OAKLEY MUNI (OEL)

ORIG 06215 (FAA)

NOTE: **Rwy 16**, bush 145' from departure end of runway, 496' left of centerline, 14' AGL/3034' MSL. Road 208' from departure end of runway, 368' right of centerline, 15' AGL/3031' MSL. **Rwy 34**, tree 855' from departure end of runway, 416' right of centerline, 50' AGL/3099' MSL.

OBERLIN, KS

OBERLIN MUNI (OIN)

ORIG 84187 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 300-2.



OFFUTT AFB (KOFF),

OMAHA, NE ORIG, 10126
 TAKE-OFF OBSTACLES: **Rwy 12**, Fence Post, 3' AGL/
 974' MSL, 153' from DER, on centerline. Antenna, 7'
 AGL/968' MSL, 276' from DER, on centerline. Vehicle,
 15' AGL/983' MSL, 170' from DER, 158' left of centerline.
 Road, 15' AGL/985' MSL, 191' from DER, 1' left of
 centerline. Railroad, up to 23' AGL/995' MSL, beginning
 386' from DER, 55' left of centerline. Multiple trees, up to
 110' AGL/1,076' MSL, beginning 3,185' from DER, 68'
 left of centerline. Terrain, 974' MSL, 0' from DER, 353'
 right of centerline. Multiple trees, up to 110' AGL/1,088'
 MSL, beginning 1,150' from DER, 5' right of centerline.
Rwy 30, Antenna, 7' AGL/1,053' MSL, 201' from DER, on
 centerline. Multiple trees, up to 110' AGL/1,090' MSL,
 beginning 296' from DER, 6' left of centerline. Multiple
 trees, up to 110' AGL/1,098' MSL, beginning 1,267' from
 DER, 552' right of centerline.

OGALLALA, NE

SEARLE FIELD (OGA)
 AMDT 3 90123 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 800-3.
 DEPARTURE PROCEDURE: **Rwy 8**, climb runway
 heading to 4000 before turning left.

OLATHE, KS

JOHNSON COUNTY EXECUTIVE (OJC)
 ORIG 05300 (FAA)

NOTE: **Rwy 18**, multiple trees 622' from departure end of
 runway, 192' right of centerline, up to 73' AGL/1084'
 MSL. **Rwy 36**, antenna 335' from departure end of
 runway, 263' left of centerline, 20' AGL/1110' MSL, tree
 1008' from departure end of runway, 612' right of
 centerline, 57' AGL/1130' MSL, tree 1544' from departure
 end of runway, 810' left of centerline, 71' AGL/1144' MSL.

NEW CENTURY AIRCENTER (IXD)

ORIG 05300 (FAA)

NOTE: **Rwy 4**, fence 204' from departure end of runway,
 256' right of centerline, 10' AGL/1096' MSL, obstruction
 light 296' from departure end of runway, 163' right of
 centerline, 19' AGL/1098' MSL, obstruction light 492'
 from departure end of runway, 43' left of centerline, 16'
 AGL/1095' MSL, tree 1529' from departure end of runway,
 125' left of centerline, 60' AGL/1149' MSL, tree 1824'
 from departure end of runway, 665' right of centerline, 59'
 AGL/1171' MSL. **Rwy 18**, tree 1899' from departure end
 of runway, 8' left of centerline, 64' AGL/1103' MSL, tree
 2051' from departure end of runway, 662' right of
 centerline, 50' AGL/1108' MSL. **Rwy 36**, ground
 beginning 16' from departure end of runway, from 407'
 right to 487' left of centerline, 1088' MSL.

OMAHA, NE

EPPLEY AIRFIELD (OMA)
 AMDT 5 08045 (FAA)

DEPARTURE PROCEDURE: **Rwys 14L, 14R**, Climb
 heading 139° to 2600 before proceeding on course. **Rwy**
18, Climb heading 175° to 2600 before turning right.
Rwys 32L, 32R, Climb heading 319° to 2600 before
 proceeding westbound. **Rwy 36**, Climb heading 355° to
 2600 before turning left.

NOTES: **Rwy 14L**, Trees beginning 3956' from departure
 end of runway, 115' left of centerline, up to 107' AGL/1322'
 MSL. **Rwy 14R**, Tree 3972' from departure end of
 runway, 1316' left of centerline, 108' AGL/1088' MSL.
Rwy 18, Tower, pole, and tree beginning 3953' from
 departure end of runway, 852' left of centerline up to 136'
 AGL/1114' MSL. **Rwy 32L**, Pole and tree beginning 969'
 from departure end of runway, 748' right of centerline, up
 to 70' AGL/1054' MSL. **Rwy 32R**, Trees beginning 2217'
 from departure end of runway, 767' right of centerline, up
 to 106' AGL/1089' MSL. **Rwy 36**, Poles and tree
 beginning 940' from departure end of runway, 674' left
 and right of centerline, up to 83' AGL/1064' MSL.

MILLARD (MLE)

AMDT 3 07074 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, 300-1½ or std. w/ min.
 climb of 370' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading
 123° to 3200 before proceeding on course. **Rwy 30**, climb
 via heading 303° to 3000 before proceeding on course.

NOTE: **Rwy 12**, multiple trees, power poles and highway
 signs beginning 250' from departure end of runway, 152'
 left of centerline, up to 35' AGL/1101' MSL. Multiple
 trees and fences beginning 3' from departure end of
 runway, 381' right of centerline, up to 63' AGL/1104' MSL.
 Multiple street lights beginning 1506' from departure end
 of runway, 678' left of centerline to 568' right of centerline,
 up to 46' AGL/1115' MSL. **Rwy 30**, multiple towers, trees,
 power poles, buildings, street lights, fences, and road
 beginning 13' from departure end of runway, 264' left of
 centerline, up to 100' AGL/1270' MSL. Multiple trees and
 power poles beginning 516' from departure end of
 runway, 343' right of centerline, up to 88' AGL/1137' MSL.

ORD, NE

EVELYN SHARP FIELD (ODX)
 AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17, 35**, NA-Environmental.
 DEPARTURE PROCEDURE: **Rwy 13**, climb heading
 131° to 3000 before turning right.

NOTE: **Rwy 13**, pole 860' from DER, 498' left of
 centerline, 39' AGL/2098' MSL. Trees beginning 705'
 from DER, 505' left of centerline, up to 37' AGL/2096'
 MSL. Trees beginning 43' from DER, 443' right of
 centerline, up to 45' AGL/2104' MSL. **Rwy 31**, trees
 beginning 2590' from DER, 276' left of centerline, up to
 84' AGL/2183' MSL. Poles beginning 1234' from DER, 1'
 left of centerline, up to 60' AGL/2130' MSL. Tank 2615'
 from DER, 256' left of centerline, 69' AGL/2139' MSL.
 Fence 199' from DER, 241' left of centerline, 5' AGL/
 2075' MSL. Tree 55' from DER, 348' right of centerline,
 2' AGL/2072' MSL.





TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10154

OSHKOSH, NE

GARDEN COUNTY (OKS)

ORIG 05020 (FAA)

DEPARTURE PROCEDURE: **Rwy 12**, climb via heading 125° to 4000 before turning right.

OTTAWA, KS

OTTAWA MUNI (OWI)

ORIG 97254 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 13, 23, 31**, NA.

PARSONS, KS

TRI-CITY (PPF)

ORIG 08269 (FAA)

NOTE: **Rwy 17**, trees beginning 23' from departure end of runway, 253' right of centerline, up to 66' AGL/917' MSL. Trees and power poles beginning 8' from departure end of runway, 243' left of centerline, up to 56' AGL/916' MSL. **Rwy 35**, trees beginning 12' from departure end of runway, 138' right of centerline, up to 40' AGL/956' MSL. Vehicle on road 720' from departure end of runway, 7' left and right of centerline, 17' AGL/941' MSL. Trees beginning 728' from departure end of runway, 66' left of centerline, up to 20' AGL/935' MSL.

PHILLIPSBURG, KS

PHILLIPSBURG MUNI (PHG)

ORIG 07018 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21**, NA (Turf runway)

NOTE: **Rwy 31**, trees 5843' from departure end of runway, 1981' left of centerline, 100' AGL/2059' MSL.

PITTSBURG, KS

ATKINSON MUNI (PTS)

ORIG 01193 (FAA)

NOTE: **Rwy 10**, 972 MSL pole, 335' from departure end of runway, 477' right of centerline. **Rwy 16**, 989' MSL tree, 1016' from departure end of runway, 542' left of centerline.

RUSHVILLE, NE

MODISSETT (9V5)

ORIG 09239 (FAA)

NOTE: **Rwy 14**, trees 21' from DER, 210' right of centerline, up to 47' AGL/3792' MSL. Multiple trees beginning 251' from DER, 302' left of centerline, up to 50' AGL/3805' MSL. Multiple power poles beginning 427' from DER, 31' left of centerline, up to 47' AGL/3834' MSL. Multiple power poles beginning 1179' from DER, 235' right of centerline, up to 67' AGL/3816' MSL. Multiple buildings beginning 415' from DER, 409' left of centerline, up to 25' AGL/3778' MSL. Fence, 203' from DER, 318' left of centerline, 4' AGL/3757' MSL. **Rwy 32**, terrain 964' from DER, 355' left of centerline, 0' AGL/3778' MSL. Fence, 51' from DER, 282' left of centerline, 4' AGL/3751' MSL.

RUSSELL, KS

RUSSELL MUNI (RSL)

AMDT 1 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 167° to 3400 before turning east.

NOTE: **Rwy 17**, post 167' from departure end of runway, 324' left of centerline, 6' AGL/1868' MSL. **Rwy 35**, multiple poles beginning 417' from departure end of runway, 142' right of centerline, up to 30' AGL/1890' MSL.

SALINA, KS

SALINA MUNI (SLN)

ORIG 08325 (FAA)

NOTE: **Rwy 4**, light on hangar 1560' from departure end of runway, 196' right of centerline, 52' AGL/1302' MSL. **Rwy 12**, rod on obstruction light GS 1608' from departure end of runway, 617' left of centerline, 44' AGL/1315' MSL. Trees beginning 4018' from departure end of runway, 421' left of centerline, up to 100' AGL/1379' MSL. Trees beginning 5330' from departure end of runway, 1917' right of centerline, up to 100' AGL/1419' MSL. **Rwy 17**, road with vehicles 1458' from departure end of runway, from left to right of centerline, up to 15' AGL/1314' MSL. Pole 1505' from departure end of runway, 782' right of centerline, 12' AGL/1312' MSL. **Rwy 18**, rising terrain beginning 537' from departure end of runway, 338' right of centerline, up to 1309' MSL. Road with vehicles beginning 891' from departure end of runway, 586' left of centerline, up to 15' AGL/1314' MSL. Road with vehicles beginning 1095' from departure end of runway, 762' right of centerline, up to 15' AGL/1324' MSL. Trees beginning 2065' from departure end of runway, from left to right of centerline, up to 100' AGL/1409' MSL. **Rwy 22**, trees beginning 4195' from departure end of runway, 65' right of centerline, up to 100' AGL/1399' MSL. **Rwy 30**, trees beginning 1227' from departure end of runway, 785' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 2400' from departure end of runway, from left to right of centerline, up to 100' AGL/1359' MSL. **Rwy 36**, trees beginning 367' from departure end of runway, 305' left of centerline, up to 100' AGL/1349' MSL. Trees beginning 1663' from departure end of runway, from left to right of centerline, up to 100' AGL/1349' MSL.

SCOTTSBLUFF, NE

WESTERN NEBRASKA RGNL

WILLIAM B. HEILIG FIELD (BFF)

AMDT 4 93175 (FAA)

DEPARTURE PROCEDURE: **Rwy 23**, climbing right turn to 5500 via heading 300° before proceeding on course. **Rwy 30**, climb runway heading to 5500 before proceeding on course.

SEWARD, NE

SEWARD MUNI (SWT)

ORIG 96228 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, NA.

DEPARTURE PROCEDURE: **Rwy 4**, climb to 2800 before turning on course. **Rwy 16**, climb runway heading to 3500 before turning right. **Rwy 34**, climb runway heading to 3000 before turning left.

SIDNEY, NE

SIDNEY MUNI/LLOYD W. CARR FIELD (SNY)

AMDT 1 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 21** NA-Environmental.

SUPERIOR, NE

SUPERIOR MUNI (12K)

ORIG 91318 (FAA)

DEPARTURE PROCEDURE: **Rwys 14, 18, 32, 36**, climb runway heading to 2500 before turning.

10154



TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

**TEKAMAH, NE**

TEKAMAH MUNI (TQE)

AMDT 2 07298 (FAA)

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 327° to 1500 before turning left.NOTE: **Rwy 14**, north-south road and vehicle 483' left of centerline at departure end of runway, 15' AGL/1044' MSL.**Rwy 32**, trees 954' from departure end of runway, 426' left of centerline, up to 100' AGL/1129' MSL.**THEDFORD, NE**

THOMAS COUNTY (TIF)

AMDT 1 08269 (FAA)

NOTE: **Rwy 11**, trees and rising terrain beginning 36' from departure end of runway, 458' right of centerline, up to 75' AGL/3054' MSL. Vehicles on road beginning 749' from departure end of runway, 351' left of centerline, up to 17' AGL/2936' MSL. **Rwy 29**, trees and rising terrain beginning 15' from departure end of runway, 223' left of centerline, up to 75' AGL/3034' MSL.**TOPEKA, KS**

FORBES FIELD (FOE)

ORIG 09183 (FAA)

NOTE: **Rwy 3**, trees beginning 1424' from DER, 217' left of centerline, up to 59' AGL/1099' MSL. Tree 1523' from DER, 370' right of centerline, 49' AGL/1088' MSL.**Rwy 31**, rising terrain 38' from DER, 441' right of centerline, 1064' MSL.**TOPEKA, KS (CON'T)**

PHILIP BILLARD MUNI (TOP)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 200-1¼ or std. w/ min. climb of 286' per NM to 1200.DEPARTURE PROCEDURE: **Rwy 22**, climb heading 224° to 1900 before turning right. **Rwy 31**, climb heading 309° to 1800 before turning left.NOTE: **Rwy 4**, antenna 1049' from departure end of runway, 528' left of centerline, 57' AGL/927' MSL. Pole 996' from departure end of runway, 382' left of centerline, 38' AGL/ 908' MSL. **Rwy 13**, tree 378' from departure end of runway, 413' right of centerline, 100' AGL/912' MSL. Vehicle on road 80' from departure end of runway, 371' left of centerline, 15' AGL/889' MSL. **Rwy 18**, trees beginning 1062' from departure end of runway, 329' left of centerline, up to 100' AGL/1007' MSL. Trees beginning 696' from departure end of runway, 201' right of centerline, up to 100' AGL/993' MSL. Pole 2276' from departure end of runway, 491' right of centerline, 64' departure end of runway, 386' left of centerline, up to 150' AGL/1031' MSL. Trees beginning 1495' from departure end of runway, on centerline, up to 100' AGL/ 946' MSL. Trees beginning 1722' from departure end of runway, 248' right of centerline, up to 100' AGL/945' MSL. Elevator 3783' from departure end of runway, 947' left of centerline, 131' AGL/1001' MSL. **Rwy 31**, trees beginning 1019' from departure end of runway, 693' left of centerline, up to 100' AGL/977' MSL. **Rwy 36**, trees beginning 3026' from departure end of runway, 265' left of centerline, up to 100' AGL/975' MSL. Rising terrain with trees beginning 1.1 NM from departure end of runway, on centerline, up to 100' AGL/1129' MSL.**ULYSSES, KS**

ULYSSES (ULS)

AMDT 2A 10014 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 225' per NM to 3700. **Rwy 17**, 300-1¼ or std. w/ min. climb of 281' per NM to 3500.DEPARTURE PROCEDURE: **Rwy 17**, climb to 3700 before turning on course.NOTE: **Rwy 17**, tower 1.38 NM from DER, 124' right of centerline, 249' AGL/3305' MSL.**VALENTINE, NE**

MILLER FIELD (VTN)

AMDT 2 05132 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 028° to 4000 before proceeding on course. **Rwy 32**, climb heading 317° to 4000 before proceeding on course.NOTE: **Rwy 14**, multiple fences beginning 398' from departure end of runway, 495' right of centerline, up to 5' AGL/2593' MSL.**WAHOO, NE**

WAHOO MUNI (AHQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31**, NA- Environmental.NOTE: **Rwy 2**, terrain beginning 1' from departure end of runway, 360' left of centerline, up to 1229' MSL.Terrain beginning 1' from departure end of runway, 360' right of centerline, up to 1224' MSL. Pole 725' from departure end of runway, 539' left of centerline, 29' AGL/1258' MSL. Vehicles on road beginning 740' from departure end of runway, from left to right of centerline, up to 15' AGL/1244' MSL. **Rwy 20**, fence, buildings, trees, power poles, and street lights beginning 244' from departure end of runway, 401' right of centerline, up to 52' AGL/1277' MSL. Vehicles on road, power poles, and wires beginning 500' from departure end of runway, 477' left of centerline, up to 29' AGL/1246' MSL. Trees beginning 2510' from departure end of runway, 631' left of centerline, up to 74' AGL/1291' MSL. Elevator 3446' from departure end of runway, 474' left of centerline, 114' AGL/1329' MSL.**WAYNE, NE**

WAYNE MUNI (LCG)

AMDT 3 04330 (FAA)

NOTE: **Rwy 35**, pole 388' from departure end of runway, 540' left of centerline, 19' AGL/ 1453' MSL. Pole 422' from departure end of runway, 436' right of centerline, 35' AGL/1453' MSL.**WELLINGTON, KS**

WELLINGTON MUNI (EGT)

ORIG 07298 (FAA)

NOTE: **Rwy 17**, terrain 104' from departure end of runway, 488' right of centerline, 0' AGL/1275' MSL.

WICHITA, KS

BEECH FACTORY (BEC)

ORIG 98169 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, 500-1 or std. with a min.
climb of 240' per NM to 2000.DEPARTURE PROCEDURE: **Rwy 36**, climb runway
heading to 2000 before proceeding on course.NOTE: **Rwy 36**, 1810' tower N37°42'47" W97°14'52".

COLONEL JAMES JABARA (AAO)

AMDT 2 83328 (FAA)

DEPARTURE PROCEDURE: **Rwy 18**, south and west
departures (180° CW 270°) climb to 2000 via runway
heading before proceeding on course.

WICHITA MID-CONTINENT (ICT)

ORIG 08101 (FAA)

NOTE: **Rwy 1L**, tree and poles beginning 1219' from
departure end of runway, 679' left of centerline, up to 34'
AGL/1366' MSL.**YORK, NE**

YORK MUNI (JYR)

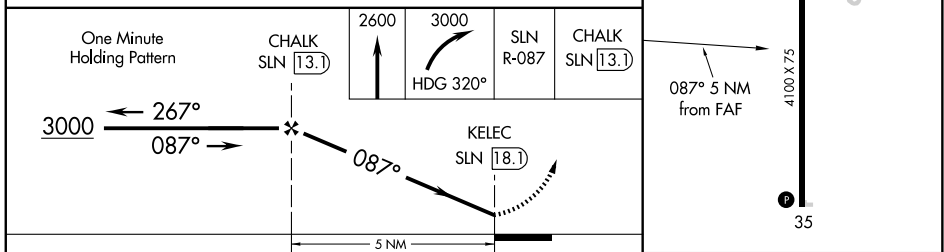
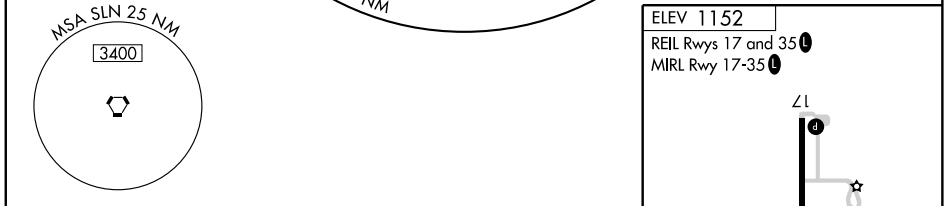
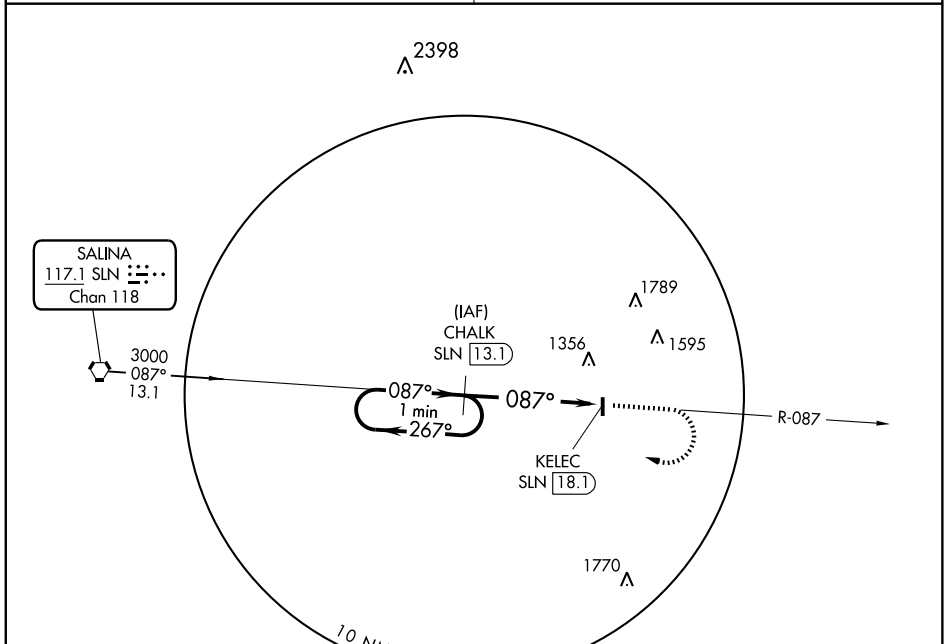
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5, 23**, NA-Environmental.NOTE: **Rwy 35**, Catenary beginning 1290' from DER, 467'
right of centerline, up to 79' AGL/1719' MSL. Pole 1396'
from DER, 220' left of centerline, 55' AGL/1700' MSL.

VORTAC SLN 117.1 Chan 118	APP CRS 087°	Rwy Idg TDZE Apt Elev 1152	N/A N/A 1152
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VOR/DME-A
ABILENE MUNI (K78)

NA Use Salina altimeter setting; if not received, use Manhattan Rgnl altimeter setting and increase all MDAs 20 feet.	MISSED APPROACH: Climb to 2600, then climbing right turn to 3000 via heading 320° and SLN R-087 to CHALK 13.1 DME and hold.
KANSAS CITY CENTER 134.9 363.2	UNICOM 122.8 (CTAF)



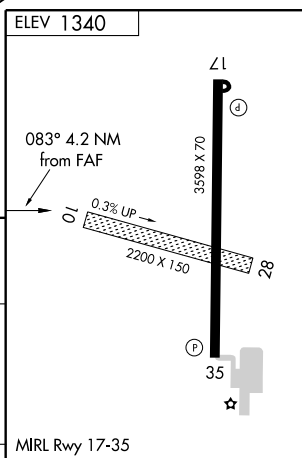
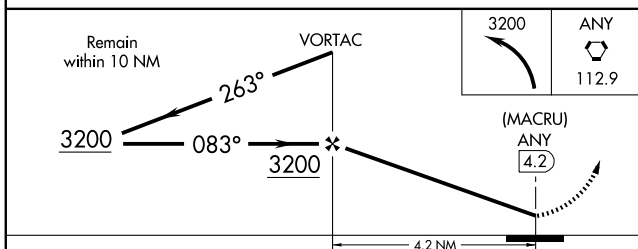
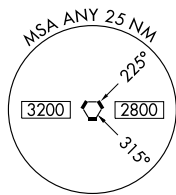
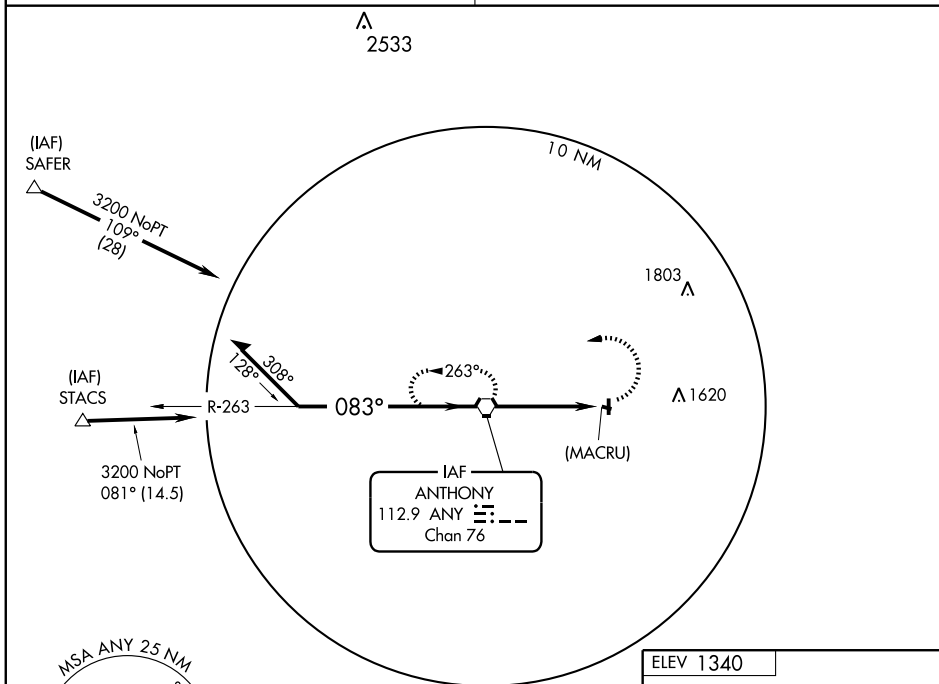
CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1740-1	588 (600-1)	1740-1½ 588 (600-1½)	NA	Min:Sec					

VOR or GPS-A

ANTHONY MUNI (ANY)

VORTAC ANY 112.9 Chan 76	APP CRS 083°	Rwy Idg TDZE Apt Elev N/A N/A 1340
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NA Use Wichita altimeter setting.	MISSED APPROACH: Climbing left turn to 3200 direct ANY VORTAC and hold.
KANSAS CITY CENTER 118.35 344.8	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D	FAF to MAP 4.2 NM					
CIRCLING	1940-1	600 (600-1)	1940-1½ 600 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	4:12	2:48	2:06	1:41	1:24

VORTAC STJ
115.5
Chan **102**

APP CRS
165°

Rwy Idg	3000
TDZE	1073
Apt Elev	1073

VOR/DME RNAV or GPS RWY 16

ATCHISON/AMELIA EARHART (K59)

A NA Use Kansas City Intl airport altimeter setting.

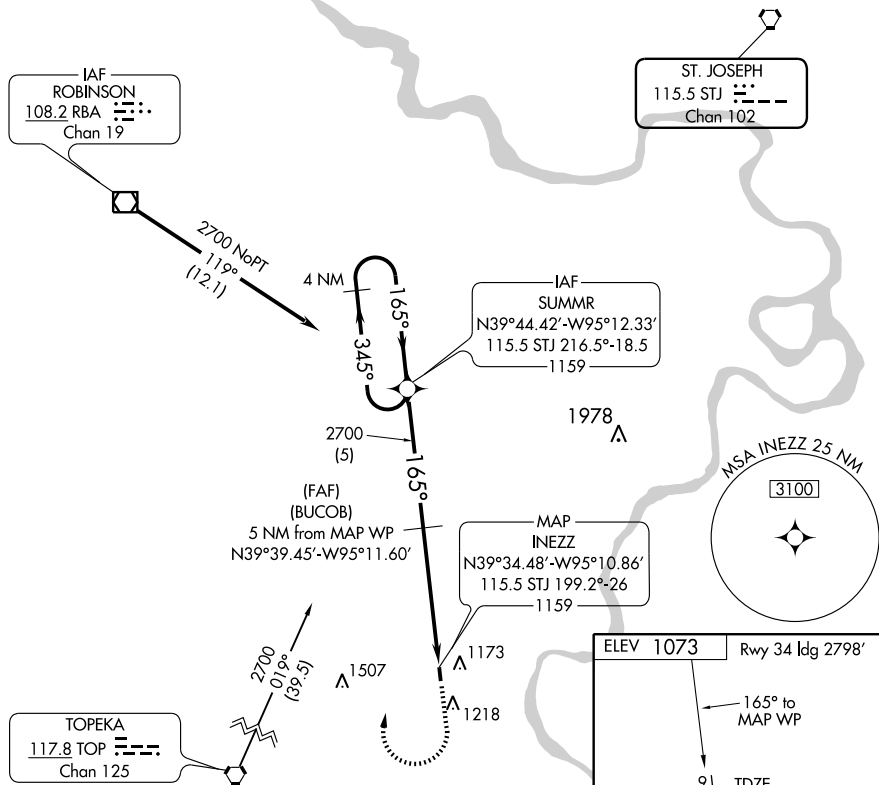
MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 direct SUMMR WP and hold.

AWOS-3
123.675

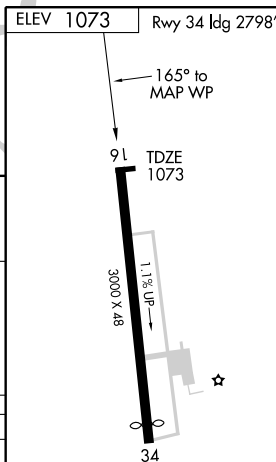
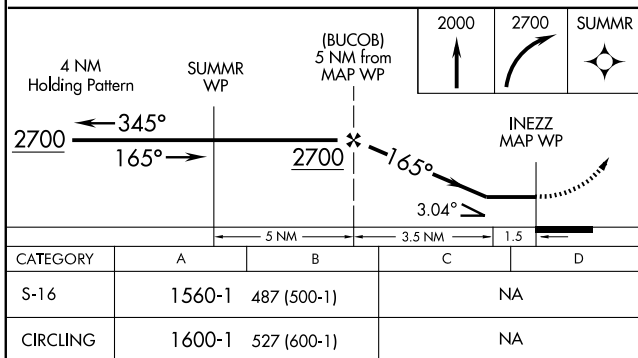
ST. JOSEPH APP CON ★
120.35 360.8

CLNC DEL
118.1

UNICOM
122.8 (CTAF) **L**



NC-2. 03 JUN 2010 to 01 JUL 2010

LIRL Rwy 16-34 **L**

▲ NA Use Kansas City Intl alimeter setting.

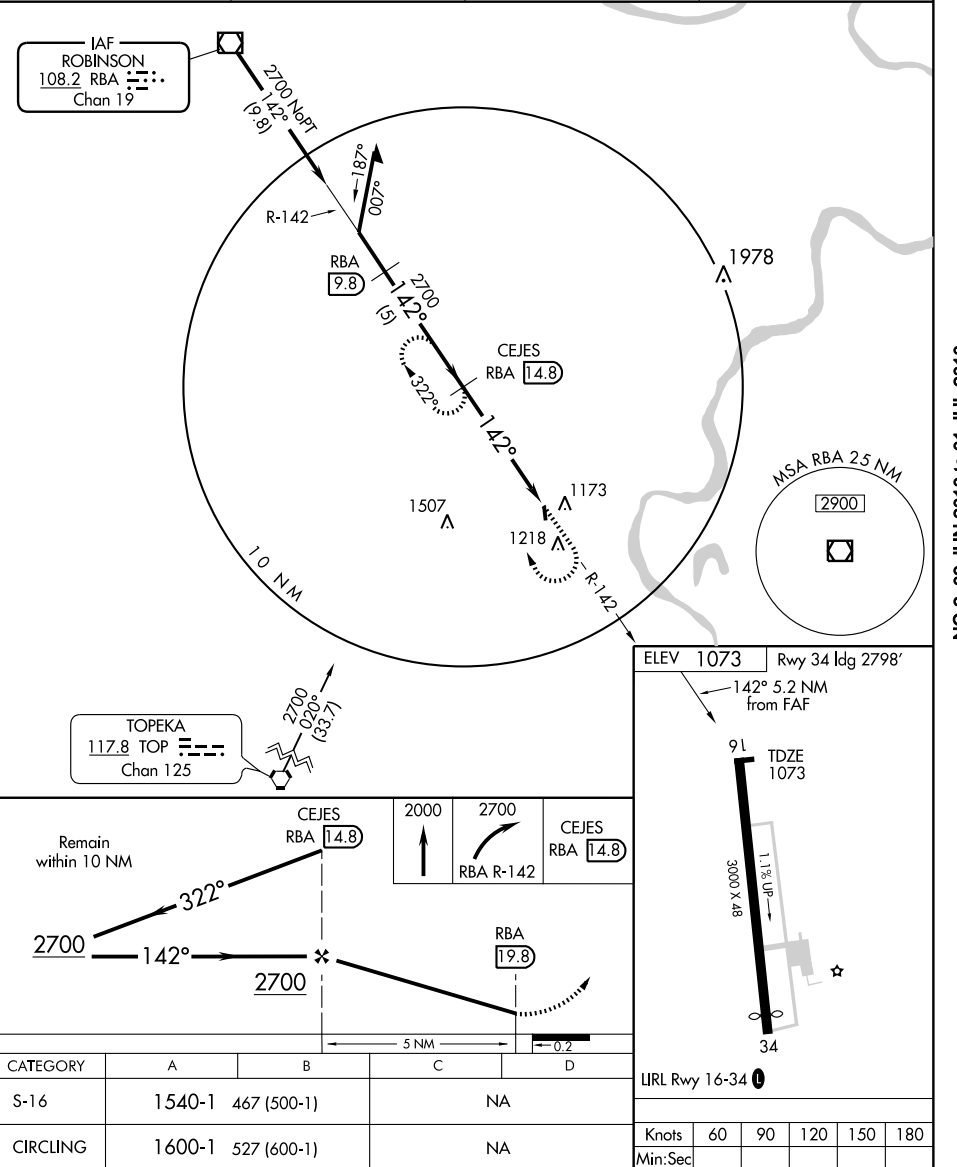
MISSED APPROACH: Climb to 2000 then climbing right turn to 2700 via RBA R-142 to CEJES/RBA 14.8 DME and hold.

AWOS-3
123.675

ST. JOSEPH APP CON ★
120.35 360.8

CLNC DEL
118.1

UNICOM
122.8 (CTAF) 0

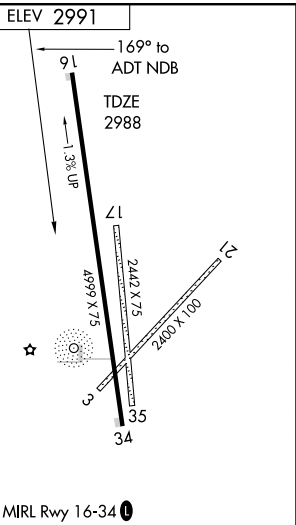
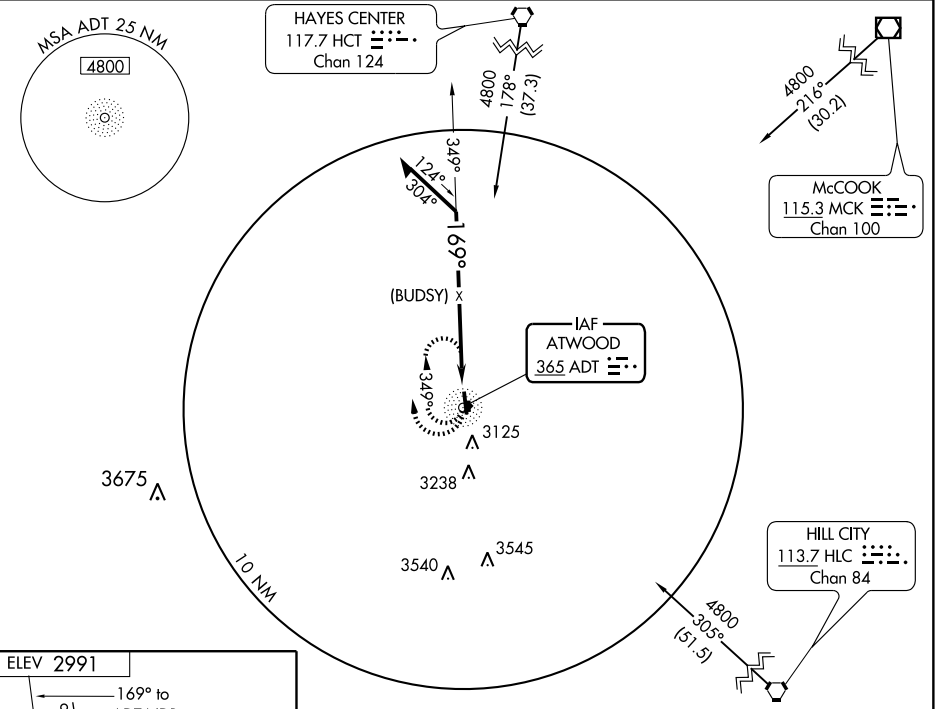


NDB ADT	APP CRS	Rwy Idg	4999
365	169°	TDZE	2988
		Apt Elev	2991

NDB or GPS RWY 16

ATWOOD-RAWLINS COUNTY CITY-COUNTY (ADT)

▲ NA	Use McCook altimeter setting; if not received use Goodland altimeter setting.	MISSED APPROACH: Climbing right turn to 4800 in ADT NDB holding pattern.
AWOS-3	DENVER CENTER	UNICOM
118.675	132.5 379.15	122.7 (CTAF) 0



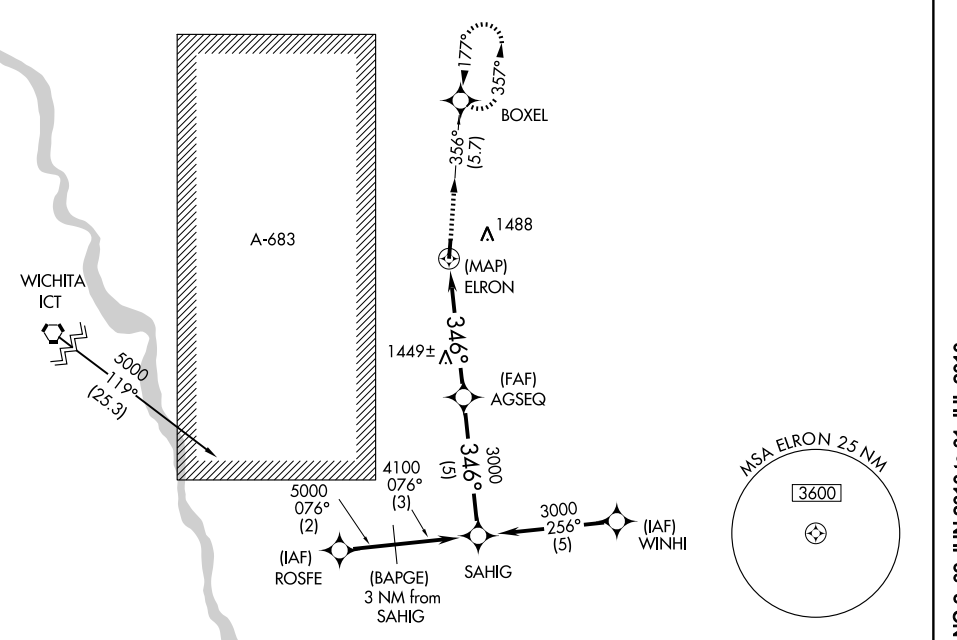
Remain within 10 NM		NDB	4800	ADT
		349°	4800	365
		(BUDSY)		
		169°		
		4 NM		
CATEGORY	A	B	C	D
S-16	3680-1	692 (700-1)	3680-2 692 (700-2)	3680-2½ 692 (700-2½)
CIRCLING	3680-1	692 (700-1)	3680-2 692 (700-2)	3680-2½ 692 (700-2½)
GOODLAND ALTIMETER SETTING MINIMUMS				
S-16	3740-1 752 (800-1)	3740-1½ 752 (800-1½)	3740-2½ 752 (800-2½)	3740-2½ 752 (800-2½)
CIRCLING	3740-1 752 (800-1)	3740-1½ 752 (800-1½)	3740-2½ 752 (800-2½)	3740-2½ 752 (800-2½)

NA

Use Wichita altimeter setting.

MISSED APPROACH: Climb to 3000 via 356° course to BOXEL WP and hold.

WICHITA APP CON 134.8 269.1	CLNC DEL 125.0	UNICOM 122.8(CTAF)
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ELEV 1328

3000 BOXEL
crs 356°

SAHIG
AGSEQ
ELRON
346°
3000
3000
5 NM
5 NM
Procedure Turn NA

CATEGORY	A	B	C	D
S-36	1740-1	421 (500-1)	1740-1¼ 421 (500-1¼)	NA
CIRCLING	1880-1	552 (600-1)	1880-1½ 552 (600-1½)	NA

REIL Rwy 18 and 36
MIRL Rwy 18-36

346° to ELRON

NC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC ICT 113.8 Chan 85	APP CRS 273°	Rwy Idg TDZE Apt Elev 1328	N/A N/A 1328
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VOR or GPS-A

AUGUSTA MUNI (3A U)

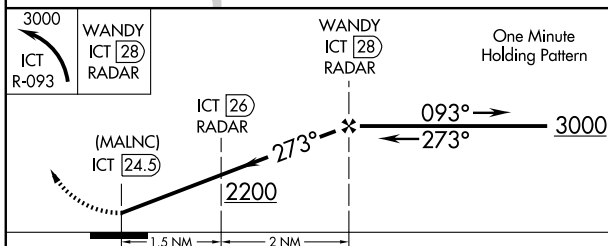
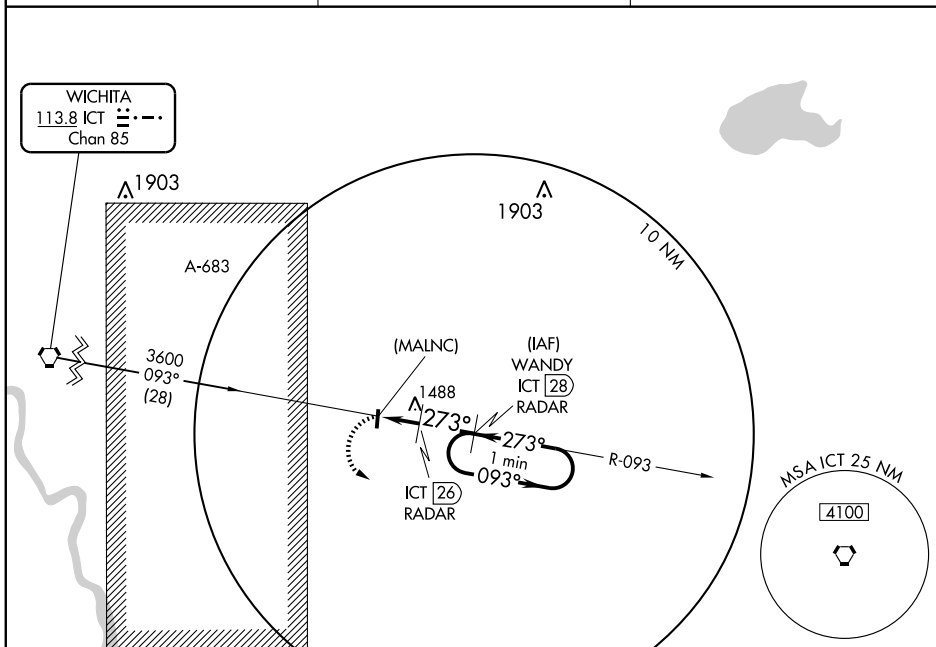
▼ Use Wichita altimeter setting.
▲ NA ACTIVATE VASI Rwy 36-122.8

MISSED APPROACH: Climbing left turn to 3000 via ICT R-093 to WANDY 28 DME/RADAR and hold.

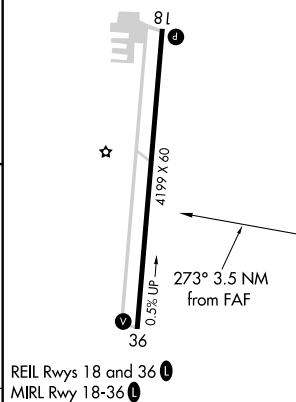
WICHITA APP CON
134.8 269.1

CLNC DEL
125.0

UNICOM
122.8 (CTAF) 0



ELEV 1328



REIL Rwy 18 and 36
MIRL Rwy 18-36

CATEGORY	A	B	C	D	FAF to MAP 3.5 NM					
CIRCLING	1780-1 452 (500-1)	1840-1¼ 512 (600-1¼)	1840-1½ 512 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	3:30	2:20	1:45	1:24	1:10

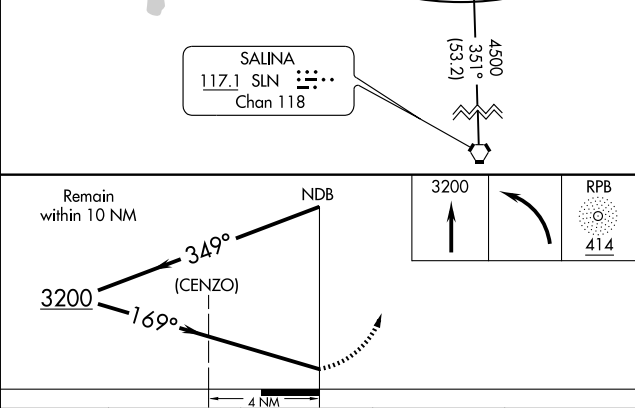
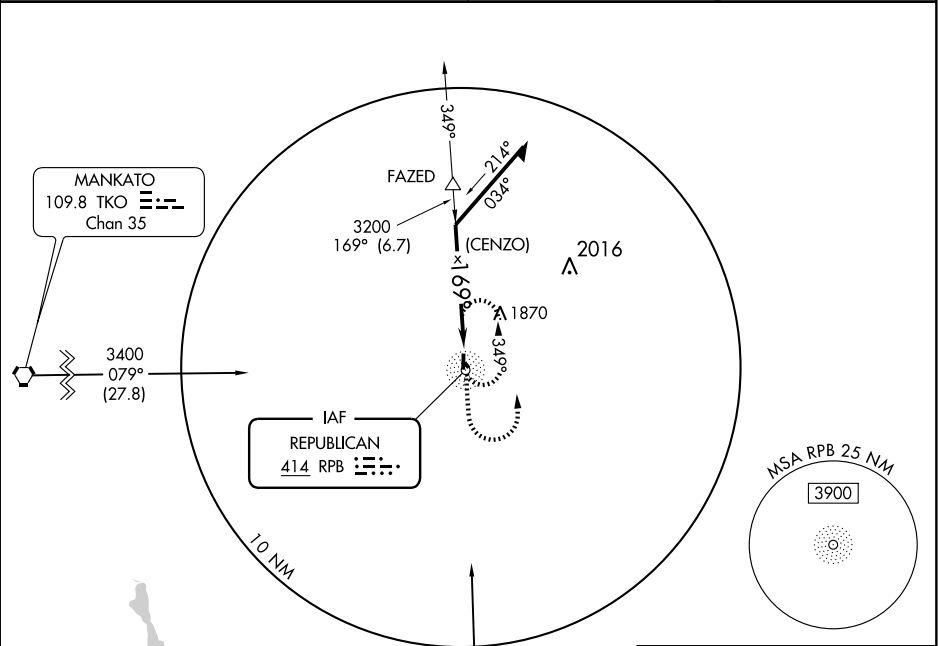
NDB RPB	APP CRS	Rwy Idg	3500
414	169°	TDZE	1537
		Apt Elev	1537

NDB or GPS RWY 18

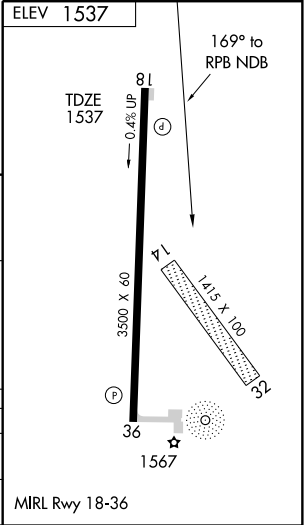
BELLEVILLE MUNI (RPB)

▲ NA Use Concordia altimeter setting.	MISSED APPROACH: Climb to 3200 then left turn direct RPB NDB and hold.
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WICHITA RADIO 122.1R	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-18	2300-1 763 (800-1)	2300-1¼ 763 (800-1¼)	2300-2¼ 763 (800-2¼)	NA
CIRCLING	2300-1 763 (800-1)	2300-1¼ 763 (800-1¼)	2300-2¼ 763 (800-2¼)	NA



NDB RPB	APP CRS	Rwy Idg	3500
<u>414</u>	008°	TDZE	1537
		Apt Elev	1537

NDB or GPS RWY 36

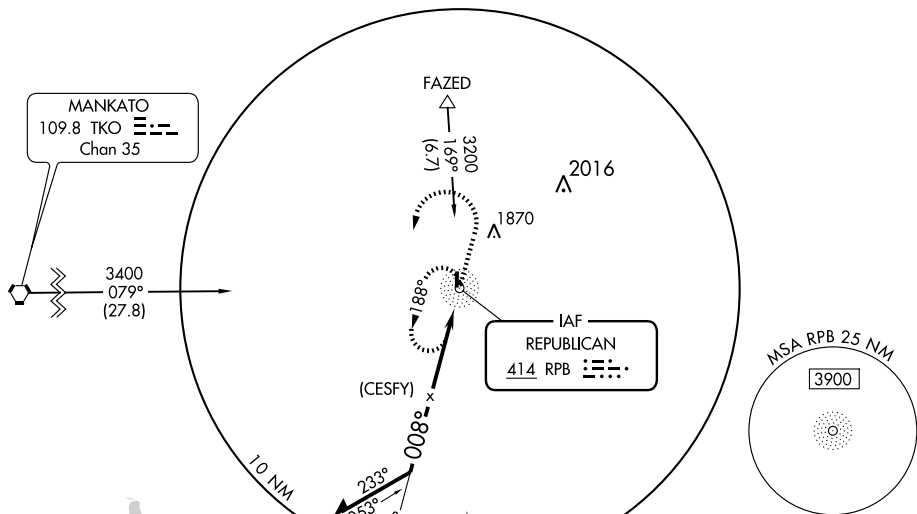
BELLEVILLE MUNI (RPB)

A NA Use Concordia altimeter setting.

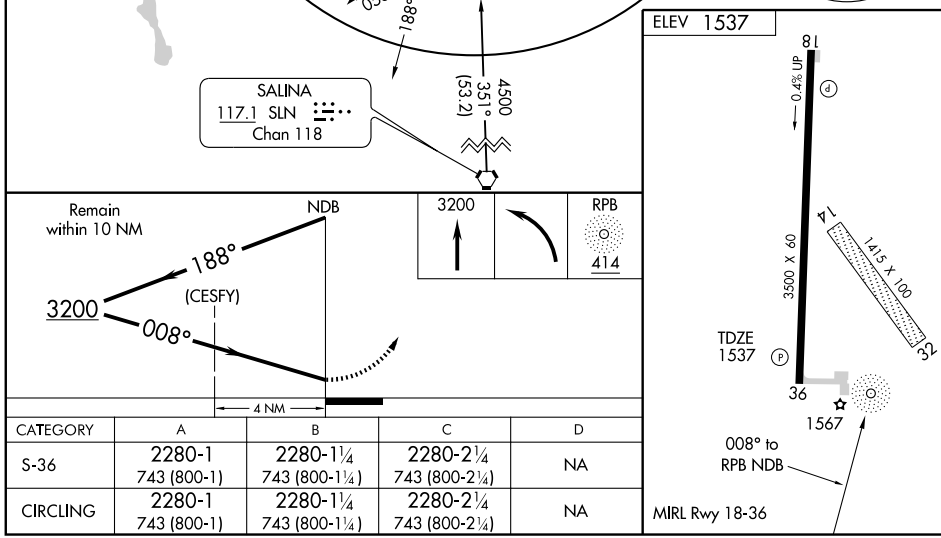
MISSED APPROACH: Climb to 3200 then left turn direct RPB NDB and hold.

WICHITA RADIO
122.1R

UNICOM
122.8 (CTAF)



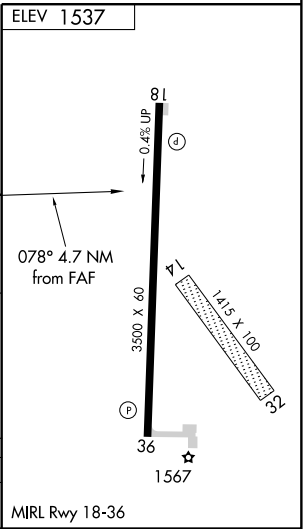
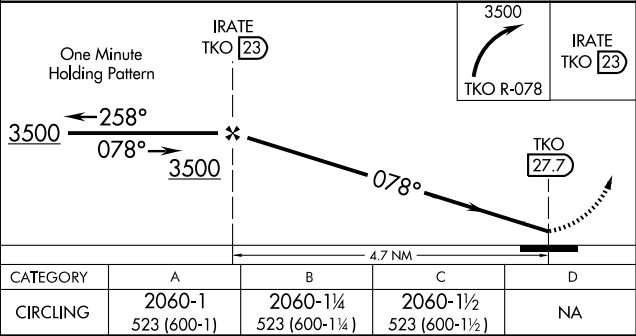
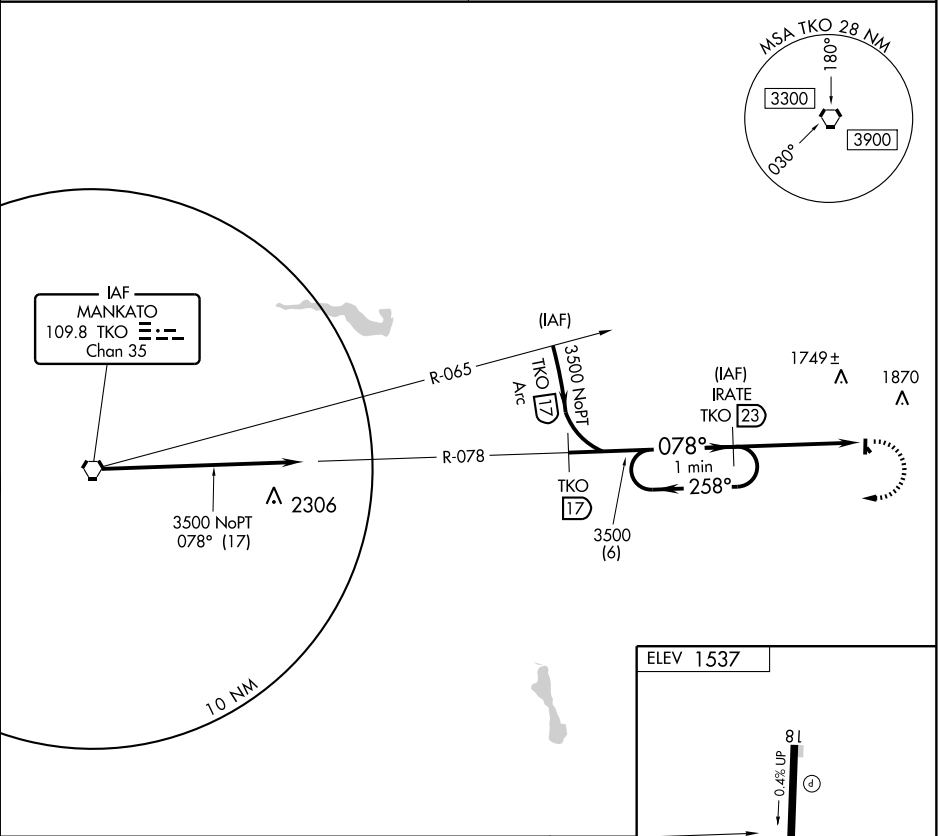
NC-2. 03 JUN 2010 to 01 JUL 2010



VOR/DME-A
BELLEVILLE MUNI (RPB)

VORTAC TKO 109.8 Chan 35	APP CRS 078°	Rwy Idg TDZE Apt Elev	N/A N/A 1537
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▲ NA Use Concordia altimeter setting.	MISSED APPROACH: Climbing right turn to 3500 via TKO R-078 to IRATE and hold.
WICHITA RADIO 122.1R	UNICOM 122.8 (CTAF)



APP CRS	Rwy Idg	3610
174°	TDZE	1416
	Apt Elev	1416

RNAV (GPS) RWY 17

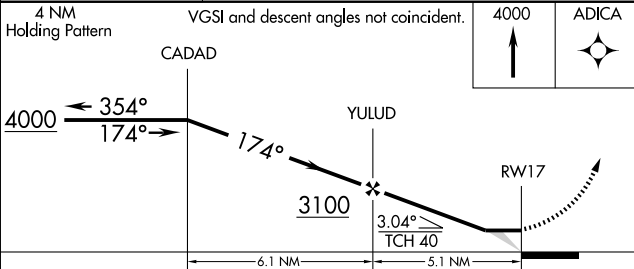
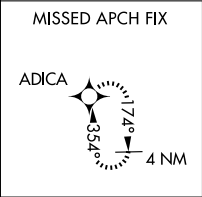
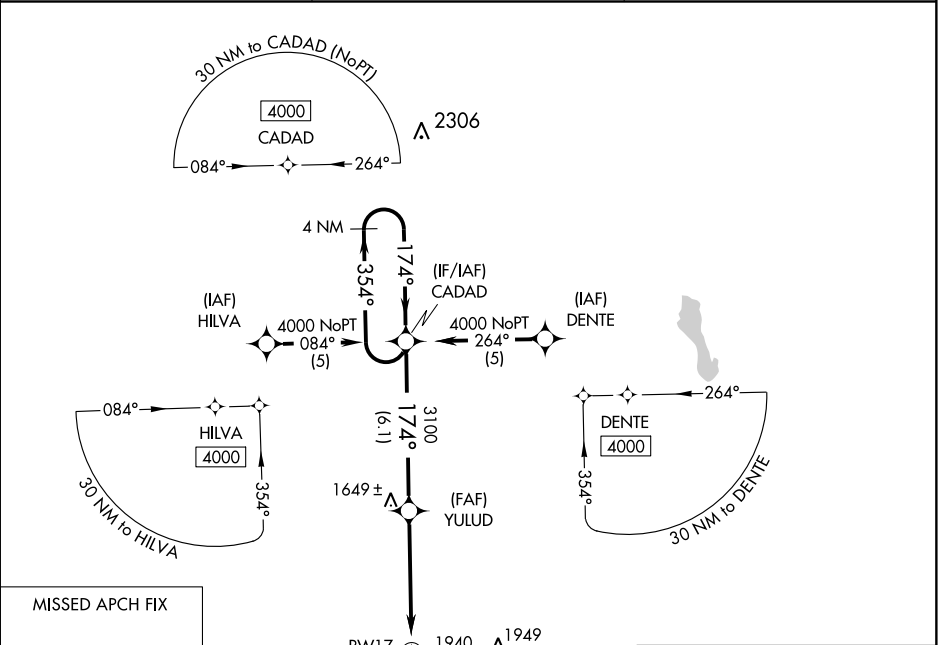
BELOIT/MORITZ MEMORIAL (K61)

NA

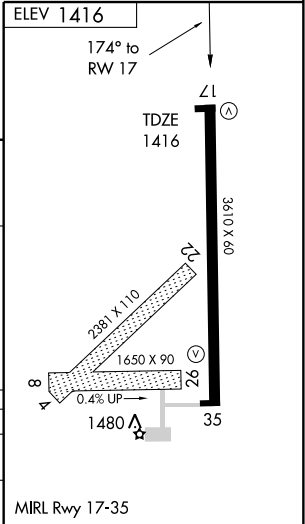
Circling to Rwy 26 NA at night. DME/DME RNP-0.3 NA.
Use Blosser Muni altimeter setting. When not received,
use Salina Muni altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 4000 direct ADICA and hold.

AWOS-3 118.225	KANSAS CITY CENTER 134.9 363.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1980-1	564 (600-1)	NA	NA
CIRCLING	1980-1	564 (600-1)	NA	NA



APP CRS	Rwy Idg	3610
354°	TDZE	1416
	Apt Elev	1416

RNAV (GPS) RWY 35

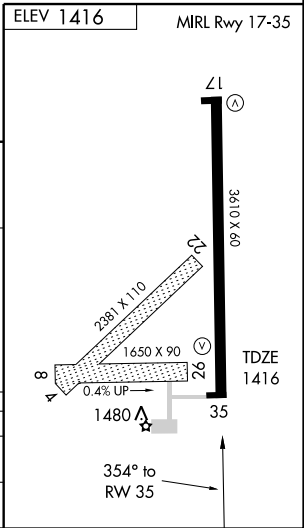
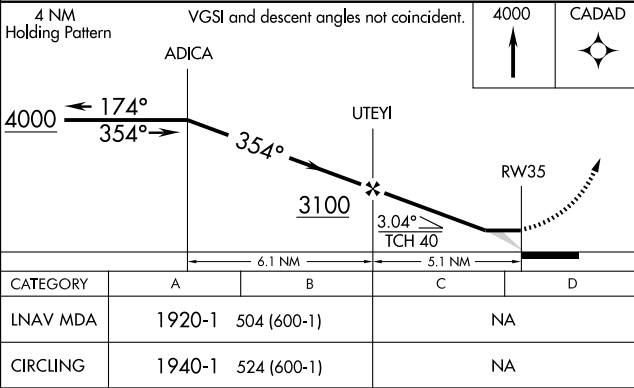
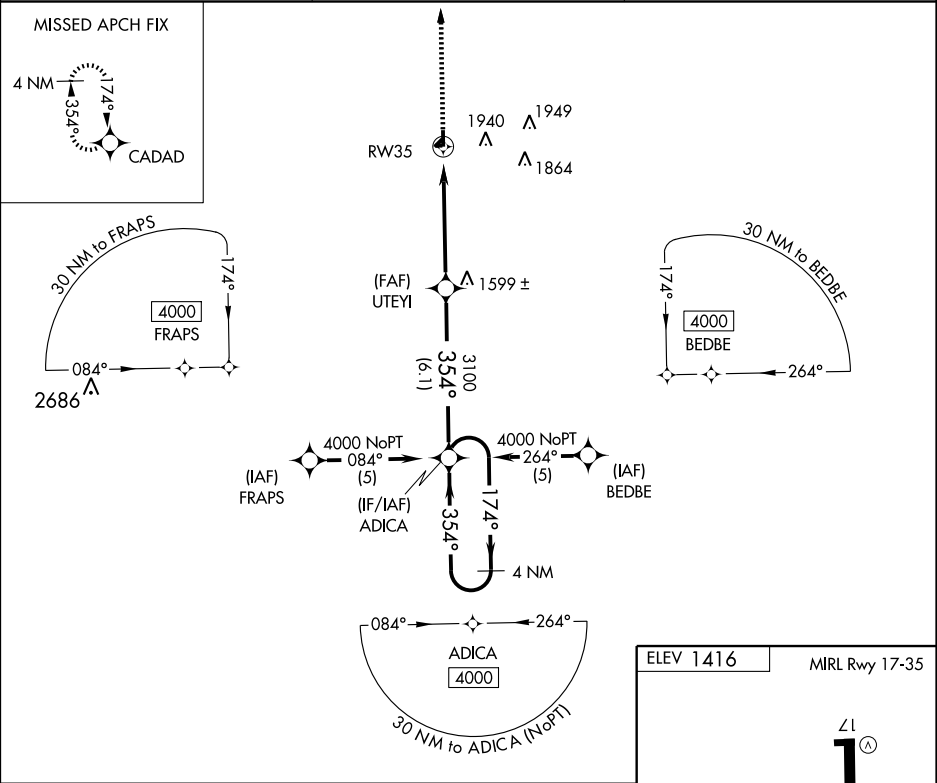
BELOIT/MORITZ MEMORIAL (K61)

 NA

Circling to Rwy 26 NA at night. DME/DME RNP-0.3 NA.
Use Blosser Muni altimeter setting; when not received, use
Salina Muni altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to
4000 direct CADAD and hold.

AWOS-3 118.225	KANSAS CITY CENTER 134.9 363.2	UNICOM 122.8 (CTAF)
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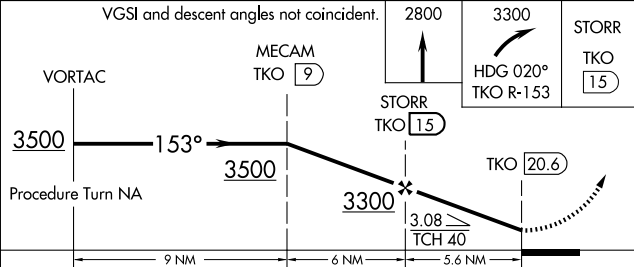
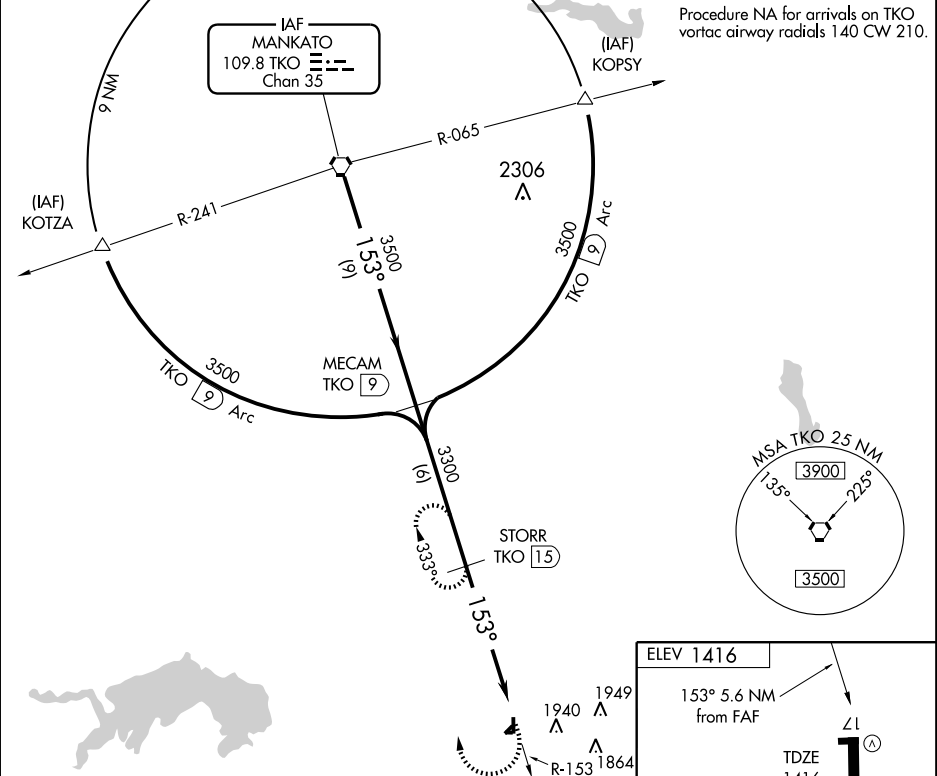
VORTAC TKO	APP CRS	Rwy Idg	3610
109.8	153°	TDZE	1416
Chan 35		Apt Elev	1416

VOR/DME RWY 17
BELOIT/MORITZ MEMORIAL (K61)

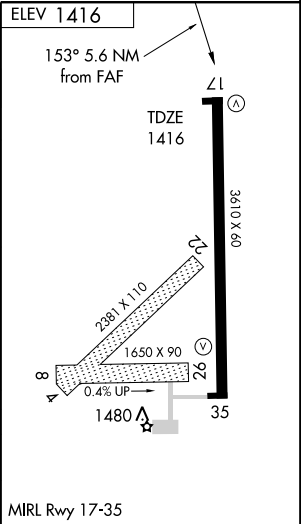
Use Blosser Muni altimeter setting, when not received use Salina Muni altimeter setting and increase all MDA 80 feet, increase S-17 and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 then climbing right turn to 3300 via heading 020° and TKO R-153 to STORR 15 DME and hold.

AWOS-3 118.225	KANSAS CITY CENTER 134.9 363.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-17	2180-1 764 (800-1)	2180-1¼ 764 (800-1¼)	2180-2¼ 764 (800-2¼)	NA
CIRCLING	2180-1 764 (800-1)	2180-1¼ 764 (800-1¼)	2340-2¾ 924 (1000-2¾)	NA



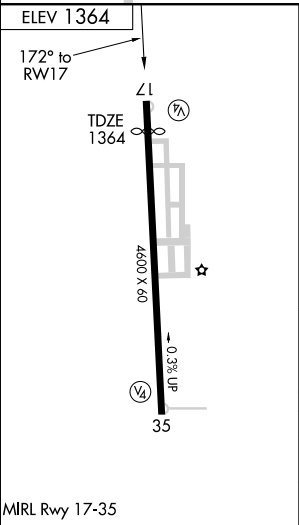
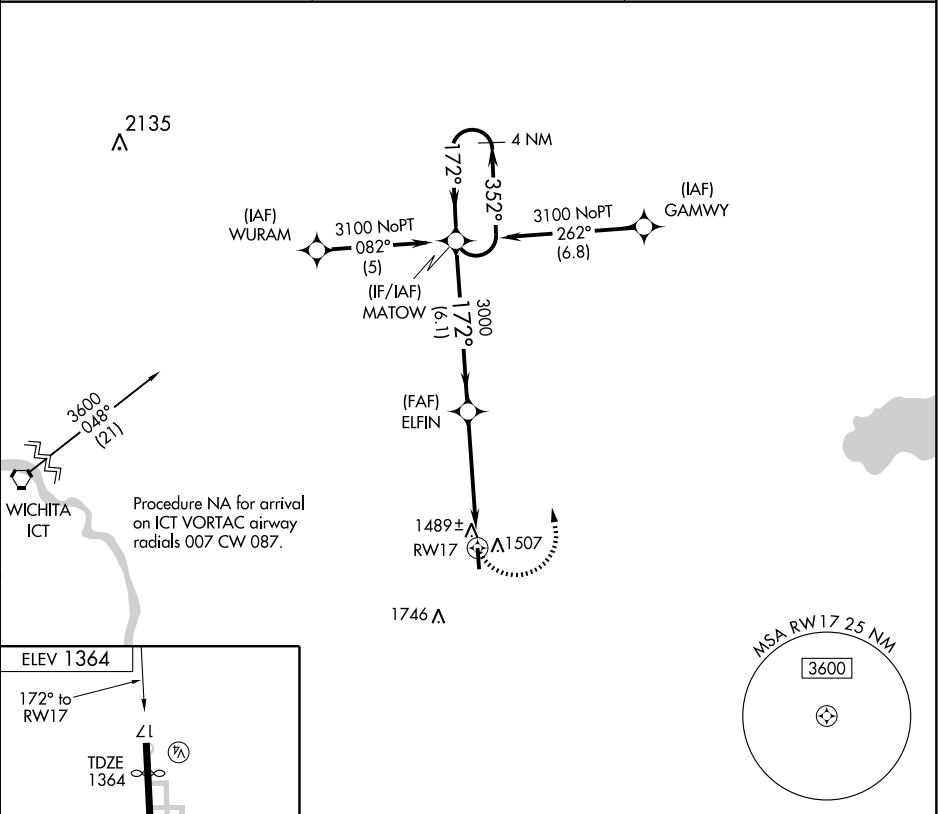
APP CRS	Rwy Idg	4350
172°	TDZE	1364
	Apt Elev	1364

RNAV (GPS) RWY 17

BENTON/LLOYD STEARMAN FIELD (1K1)

NA DME/DME RNP-0.3 NA. Use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climbing left turn to 3100 direct MATOW and hold.
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WICHITA APP CON 134.8 269.1	CINC DEL 125.0	UNICOM 123.075 (CTAF)
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4 NM Holding Pattern MATOW		VGSI and descent angles not coincident.		3100	MATOW
3100 ← 352° 172° →		ELFIN		RWY17	
		3000		3.04° TCH 35	
		6.1 NM		5 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1800-1	436 (500-1)	1800-1¼ 436 (500-1¼)	NA	
CIRCLING	1920-1	556 (600-1)	1920-1½ 556 (600-1½)	NA	

APP CRS	Rwy Idg	5500
175°	TDZE	1173
	Apt Elev	1173

GPS RWY 18

BURLINGTON/COFFEY COUNTY (UKL)

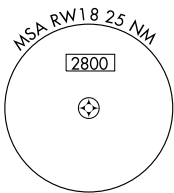
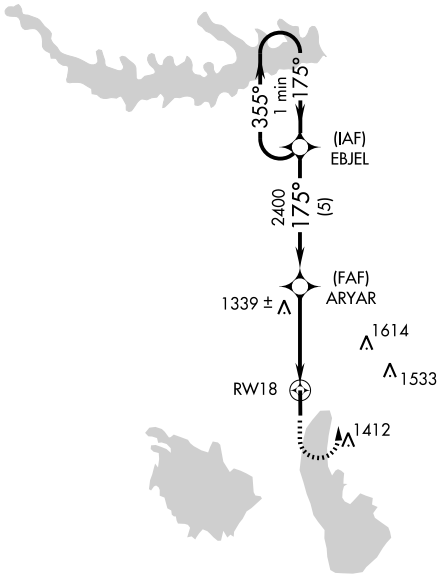
▲ NA Obtain local altimeter setting on CTAF; when not received use Emporia altimeter setting. VDP and descent angle/gradient NA with Emporia altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EBJEL WP and hold.

AWOS-3
121.125

KANSAS CITY CENTER
127.725 270.25

UNICOM
123.0 (CTAF) 0



ELEV 1173

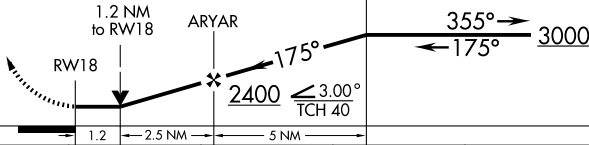
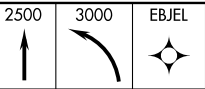
TDZE 1173

81

5500 X 75

1289± ▲

36



CATEGORY	A	B	C	D
S-18	1600-1	427 (500-1)	1600-1¼ 427 (500-1¼)	NA
CIRCLING	1620-1 447 (500-1)	1640-1 467 (500-1)	1640-1½ 467 (500-1½)	NA
EMPORIA ALTIMETER SETTING MINIMUMS				
S-18	1660-1	487 (500-1)	1660-1¼ 487 (500-1¼)	NA
CIRCLING	1680-1	507 (600-1)	1680-1½ 507 (600-1½)	NA

MIRL Rwy 18-36 0

GPS RWY 36

BURLINGTON/COFFEY COUNTY (UKL)

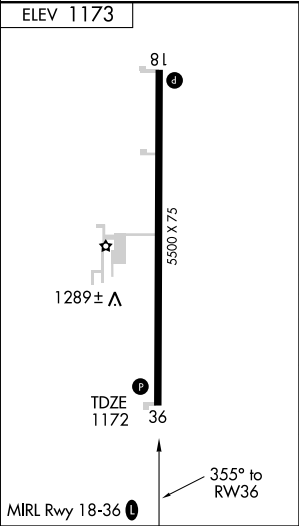
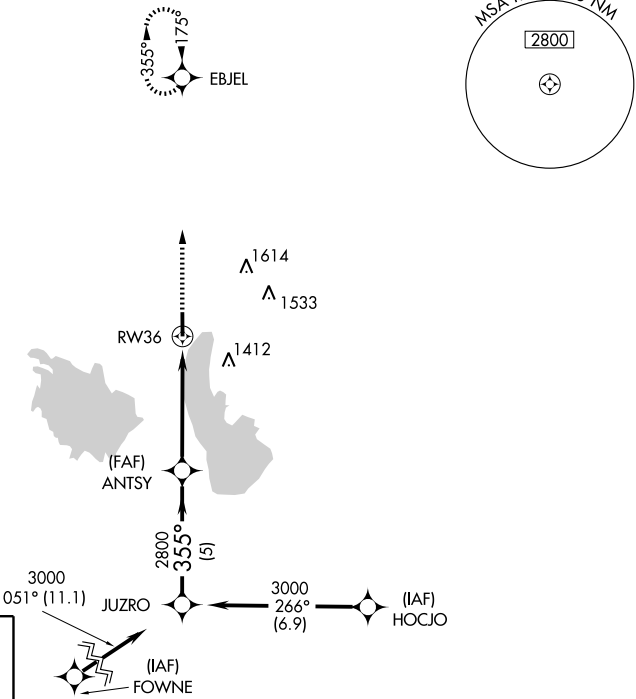
APP CRS	Rwy Idg	5500
355°	TDZE	1172
	Apt Elev	1173

NA Obtain local altimeter setting on CTAF; when not received, use Emporia altimeter setting. VDP and descent angle/gradient NA with Emporia altimeter setting.

MISSED APPROACH: Climb to 3000 direct EBJEL WP and hold.

AWOS-3 121.125	KANSAS CITY CENTER 127.725 270.25	UNICOM 123.0 (CTAF)
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1685



3000	EBJEL	JUZRO		
1 NM to RWY 36	ANTSY	2800	355°	3000
1 NM	4 NM	5 NM	Procedure Turn NA	
CATEGORY	A	B	C	D
S-36	1540-1 368 (400-1)			NA
CIRCLING	1620-1 447 (500-1)	1640-1 467 (500-1)	1640-1½ 467 (500-1½)	NA
EMPORIA ALTIMETER SETTING MINIMUMS				
S-36	1600-1	428 (500-1)	1600-1¼ 428 (500-1¼)	NA
CIRCLING	1680-1	507 (600-1)	1680-1½ 507 (600-1½)	NA

NDB UKL
245

APP CRS
007°

Rwy Idg	5500
TDZE	1172
Apt Elev	1173

NDB RWY 36

BURLINGTON/COFFEY COUNTY (UKL)

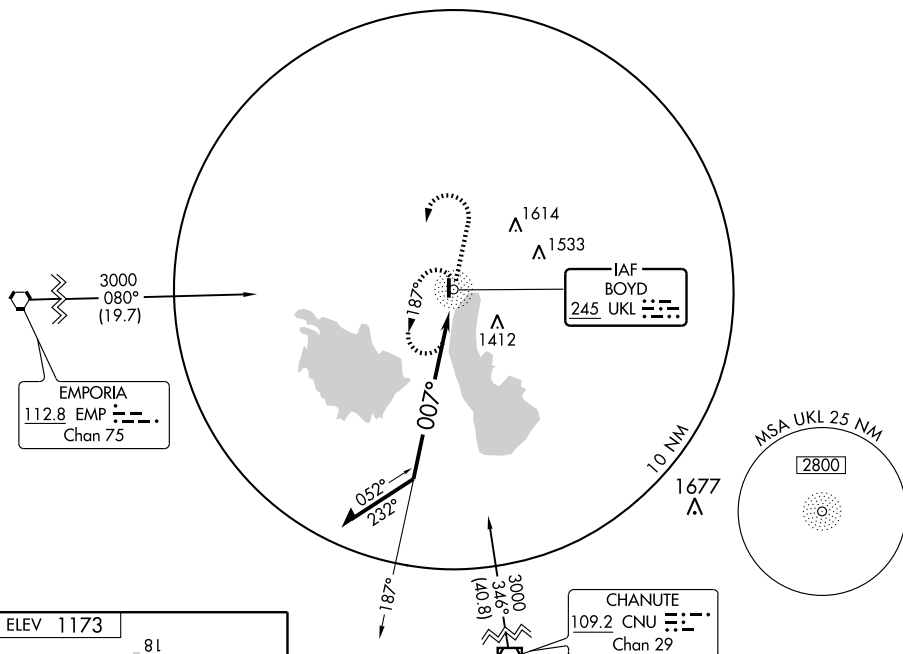
A NA Obtain local altimeter setting on CTAF; when not received use Emporia altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct UKL NDB and hold.

AWOS-3
121.125

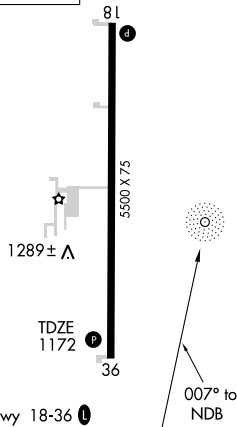
KANSAS CITY CENTER
127.725 270.25

UNICOM
123.0 (CTAF) **L**



NC-2, 03 JUN 2010 to 01 JUL 2010

ELEV 1173



Remain
within 10 NM

NDB

2500

3000

UKL

300C

0070

CATEGORY

A

B

C

D

S-36

1840-1 668 (700-1)

1840-1 3/4
668 (700-1 3/4)

NA

CIRCLING

1840-1 467 (700-1)

1840-1 $\frac{3}{4}$
667 (700-1 $\frac{3}{4}$)

NA

EMPORIA ALTIMETER SETTING MINIMUMS

S-36

1900-1 728 (800-1)

1900-2
728 (800-2)

NA

CIRCLING

1900-1 727 (800-1)

1900-2
727 (800-2)

NA

Knots	60	90	120	150	180
Min:Sec					

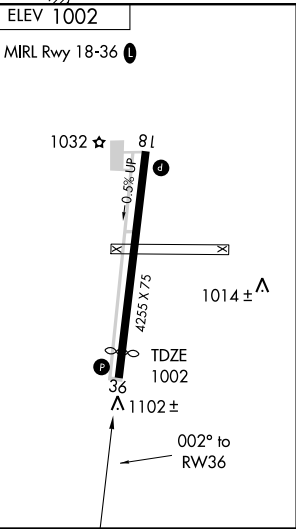
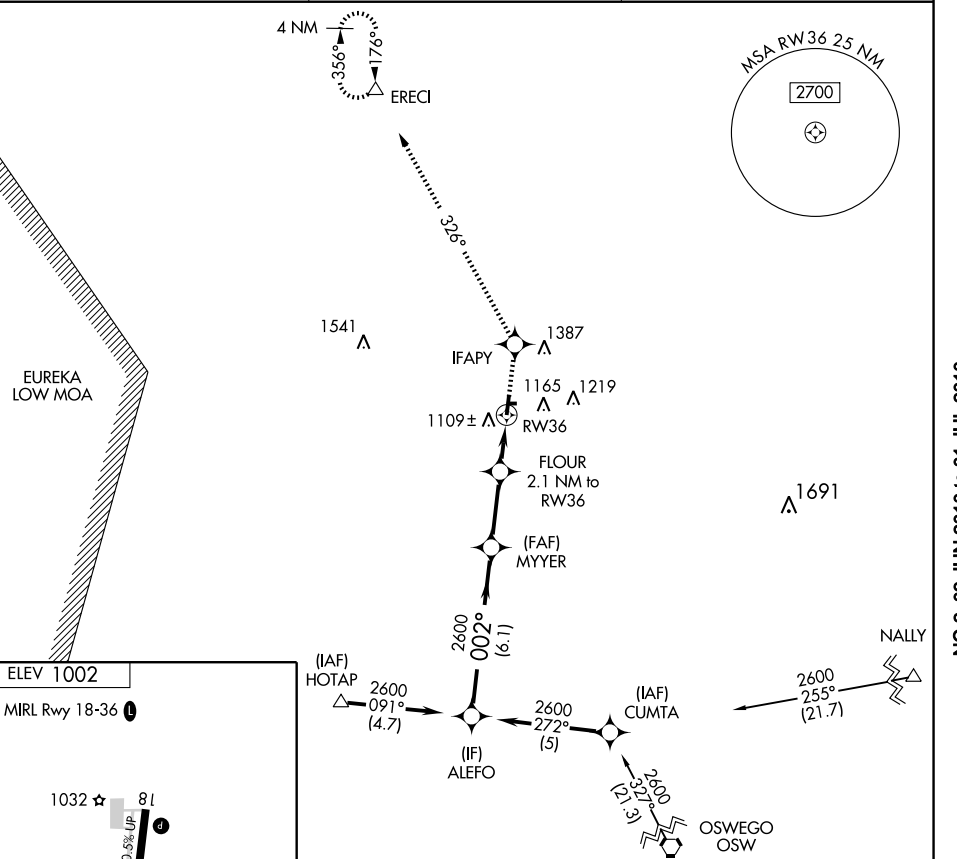
▼

▲

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Parsons
altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2900 direct IFAPY and
on track 326° to ERECI and hold.

ASOS 127.075	KANSAS CITY CENTER 132.9 279.5	UNICOM 122.7 (CTAF) 0
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Procedure Turn NA	2900	IFAPY	ERECI
ALEFO	MYER	tr 326°	△
2600	002°	3.04° TCH 36	FLOUR 2.1 NM to RW36
2600	1700	RW36	
6.1 NM	2.7 NM	2.1 NM	
CATEGORY	A	B	C
LNAB MDA	1400-1	398 (400-1)	NA
CIRCLING	1480-1	478 (500-1)	NA

VOR-A

CHANUTE MARTIN JOHNSON (CNU)



When local altimeter setting not received, use Parsons
altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to
2800 direct CNU VOR/DME and hold.

ASOS
127.075

KANSAS CITY CENTER
132.9 279.5

UNICOM
122.7 (CTAF) 0

EUREKA
LOW MOA

MSA CNU 25 NM

2700



1541 Δ

MACEZ
CNU **5.5**

1387 Δ

1219 Δ

1691 Δ

IAF
CHANUTE
109.2 CNU **5.5**
Chan 29

059°

239°

014°

194°

R-239

10 NM

ELEV 1002

Remain
within 10 NM

VOR/DME

2800

239°

059°

2600

MACEZ
CNU **5.5**

5.5 NM



CNU



1032 \star

81

0.5% Up

4255 X 75

36

Δ 1102 \pm

059° 5.5 NM
from FAF

1014 \pm Δ

CATEGORY	A	B	C	D
CIRCLING	1480-1	478 (500-1)	NA	NA

MIRL Rwy 18-36 **0**

GPS RWY 17
CLAY CENTER MUNI (CYW)

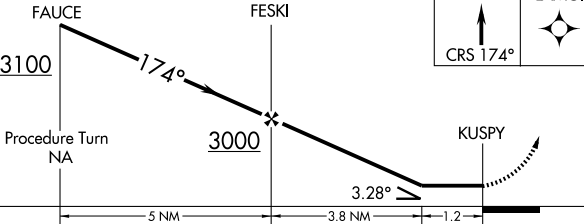
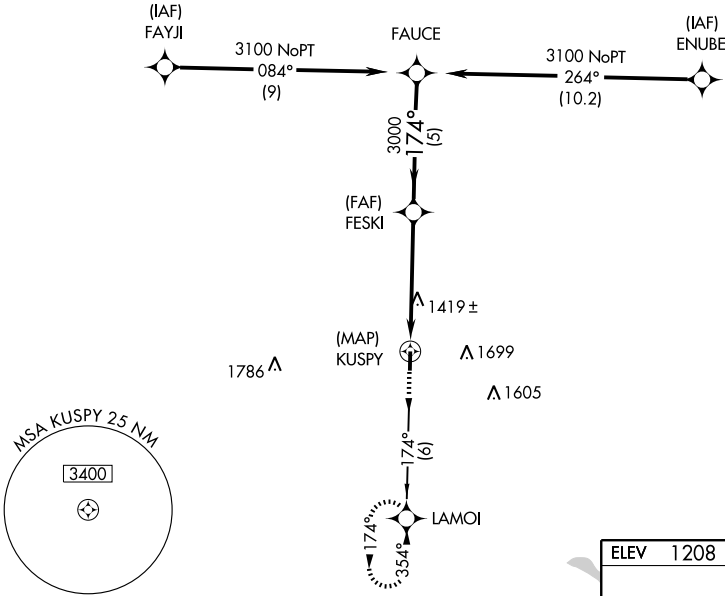
APP CRS	Rwy Idg	4199
174°	TDZE	1208
	Apt Elev	1208

▼ Use local altimeter setting on CTAF; when not received,
▲ NA use Salina altimeter setting.

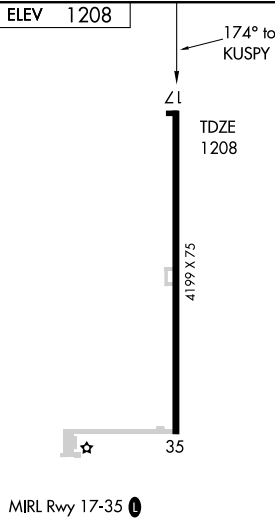
MISSED APPROACH: Climb to 3400 via 174° to LAMOI WP and hold.

KANSAS CITY CENTER
127.35 257.975

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-17	1680-1	472 (500-1)	NA	NA
CIRCLING	1680-1 472 (500-1)	1700-1 492 (500-1)	NA	NA
SALINA ALTIMETER SETTING MINIMUMS				
S-17	1780-1	572 (600-1)	NA	NA
CIRCLING	1800-1	592 (600-1)	NA	NA

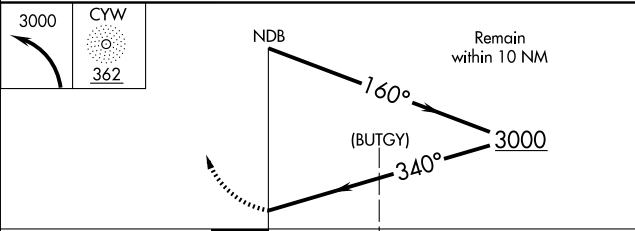
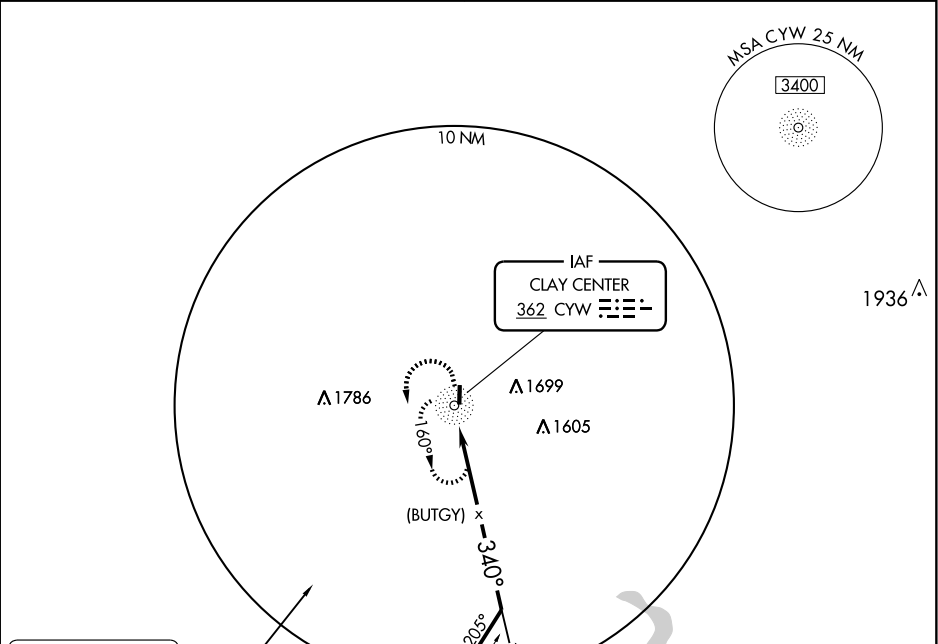


MIRL Rwy 17-35 0

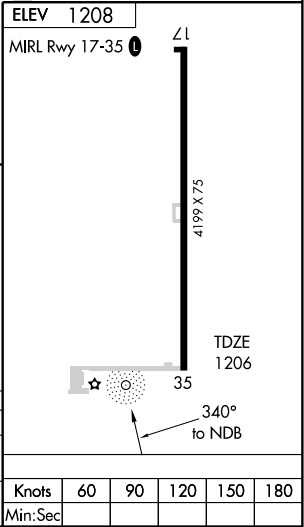
NDB CYW	APP CRS	Rwy Idg	4199
<u>362</u>	<u>340°</u>	TDZE	1206
		Apt Elev	1208

NDB or GPS RWY 35
CLAY CENTER MUNI (CYW)

<div>▼ Use Salina altimeter setting; if not received, procedure</div> <div>▲ NA not authorized.</div>	MISSED APPROACH: Climbing left turn to 3000 in CYW NDB holding pattern.
KANSAS CITY CENTER 127.35 257.975	UNICOM 122.8 (CTAF) 0



CATEGORY	A	B	C	D
S-35	1980-1 774 (800-1)	1980-1¼ 774 (800-1¼)	1980-2¼ 774 (800-2¼)	NA
CIRCLING	1980-1 773 (800-1)	1980-1¼ 773 (800-1¼)	1980-2¼ 773 (800-2¼)	NA



NDB CFV	APP CRS	Rwy Idg	5872
<u>212</u>	<u>002°</u>	TDZE	744
		Apt Elev	754

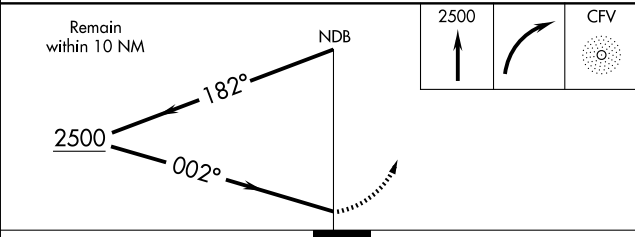
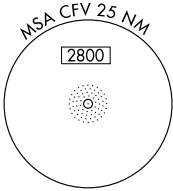
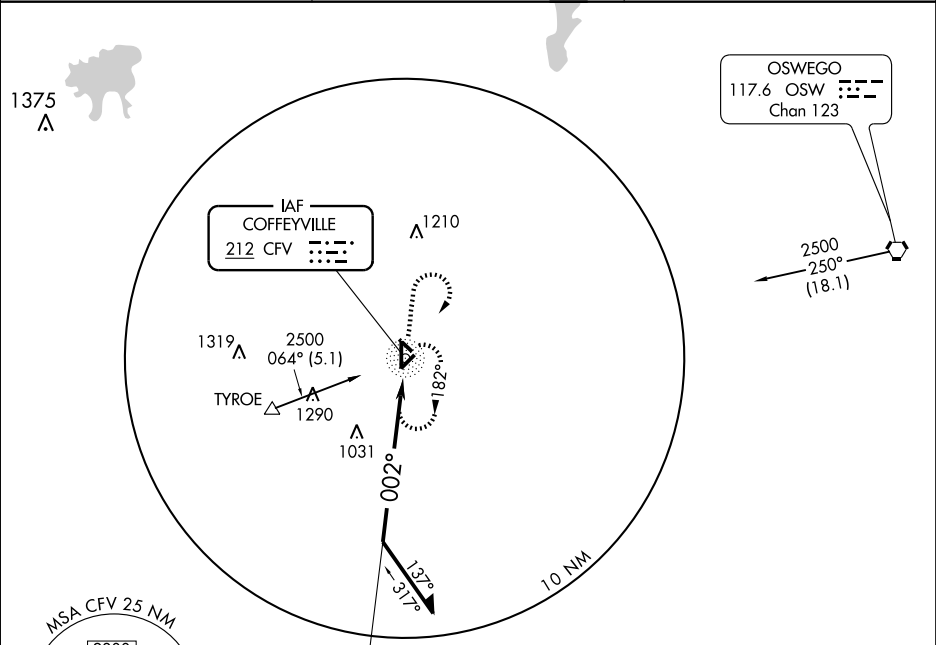
NDB RWY 35
COFFEYVILLE MUNI (CFV)

▼
▲

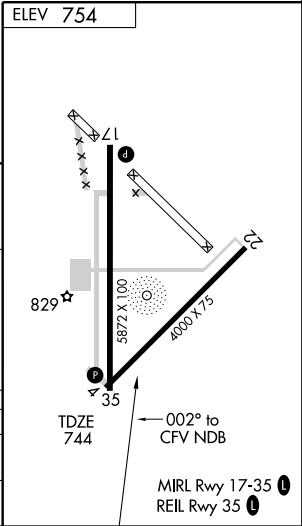
Visibility reduction by helicopters NA. When local altimeter setting not received, use Parsons altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2500 then right turn direct CFV NDB and hold.

ASOS 121.275	KANSAS CITY CENTER 132.9 279.5	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-35	1420-1 676 (700-1)		1420-2 676 (700-2)	1420-2 1/4 676 (700-2 1/4)
CIRCLING	1420-1 666 (700-1)		1420-2 666 (700-2)	1420-2 1/4 666 (700-2 1/4)

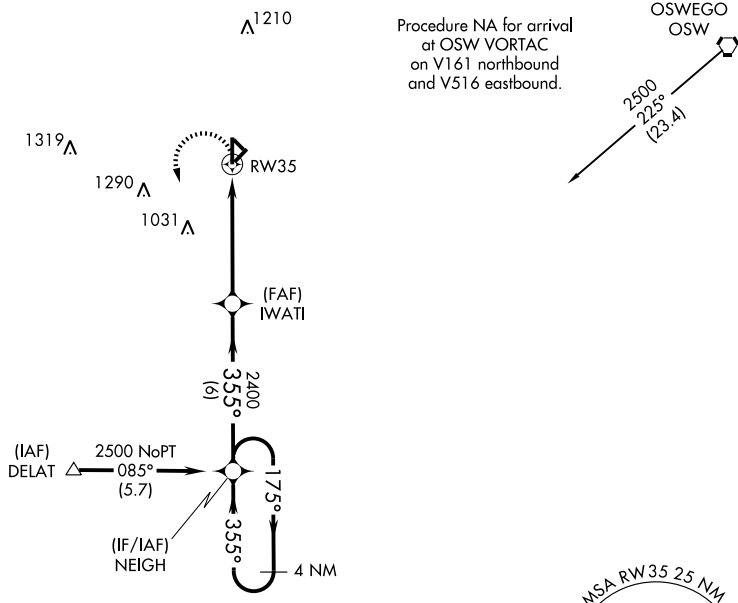


COFFEYVILLE MUNI (CFV)

MISSED APPROACH:
Climbing left turn to 2500
direct NEIGH and hold.

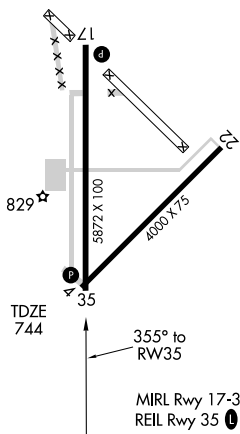
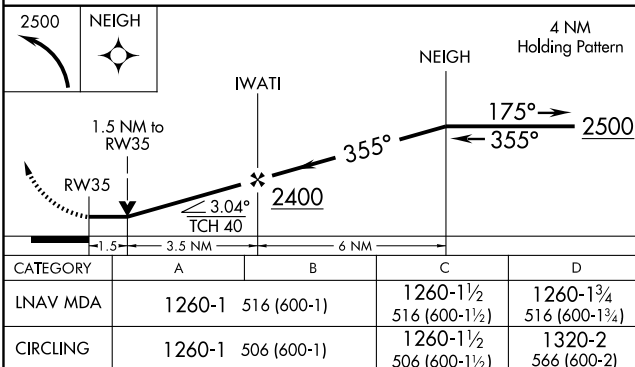
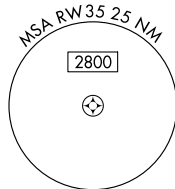
KANSAS CITY CENTER
132.9 279.5

UNICOM
123.0 (CTAF) **L**




NC-2. 03 JUN 2010 to 01 JUL 2010


ELEV 754

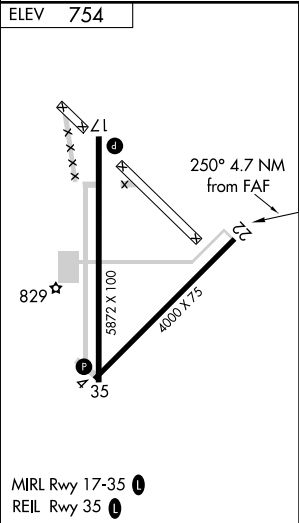
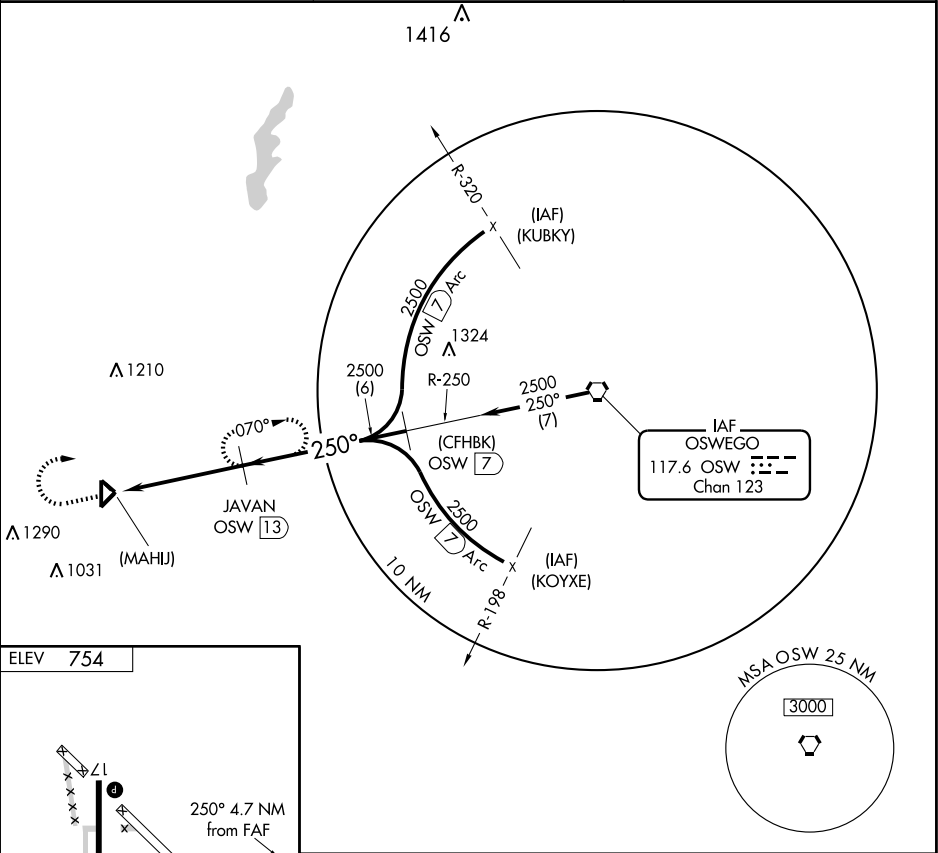
¹⁷⁷⁶Δ









VORTAC OSW 117.6 Chan 123	APP CRS 250°	Rwy Idg TDZE Apt Elev	N/A N/A 754
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VOR/DME or GPS-A
COFFEYVILLE MUNI (CFV)

	MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 via OSW R-250 to JAVAN/13 DME and hold.
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ASOS 121.275	KANSAS CITY CENTER 132.9 279.5	UNICOM 123.0 (CTAF) 
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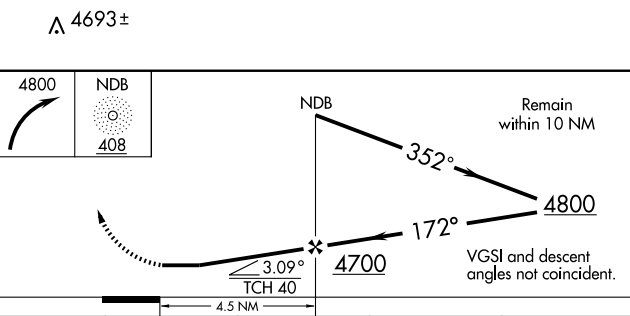
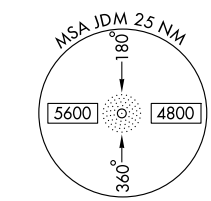
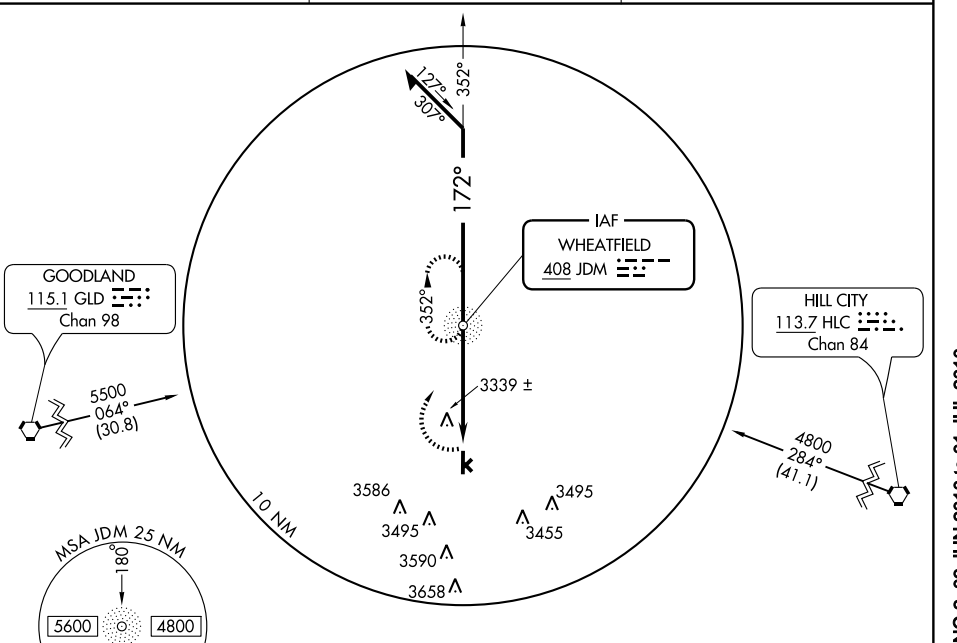
	2000	2500	JAVAN OSW 13	Procedure Turn NA
				
				
	4.7 NM	6 NM		
CATEGORY	A	B	C	D
CIRCLING	1200-1 446 (500-1)	1220-1 466 (500-1)	1220-1½ 466 (500-1½)	1320-2 566 (600-2)

▼

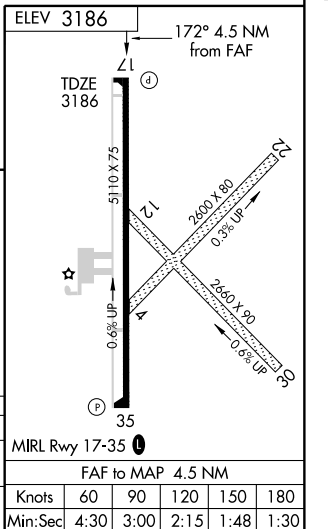
▲ NA

MISSED APPROACH: Climbing right turn to 4800 direct JDM NDB and hold.

AWOS-3 118.175	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	3640-1 454 (500-1)		3640-1 ¼ 454 (500-1 ¼)	NA
CIRCLING	3640-1 454 (500-1)		3640-1 ½ 454 (500-1 ½)	NA



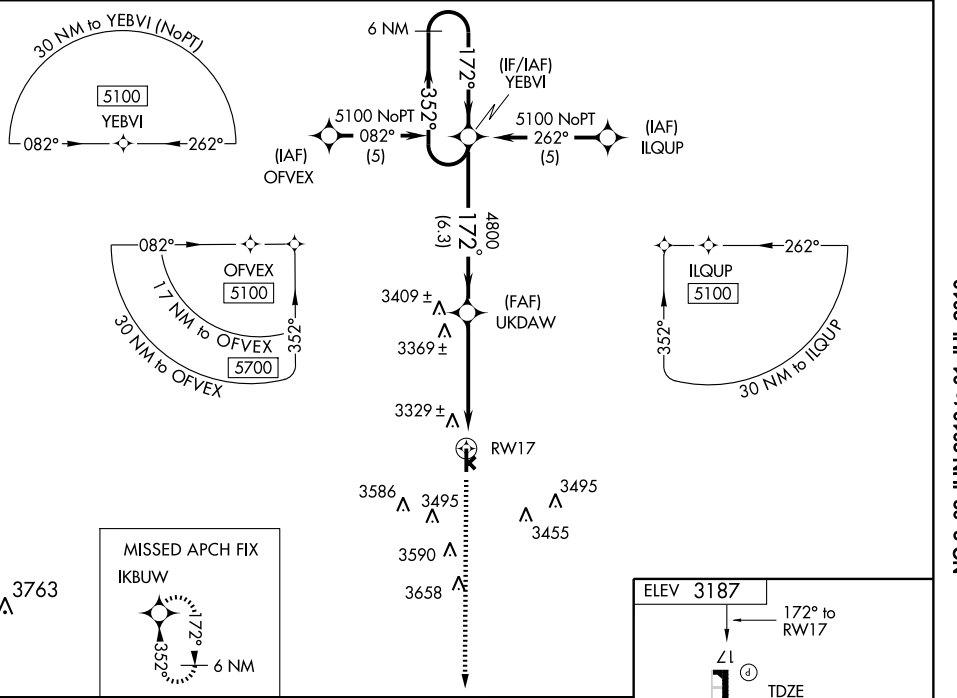
▼

NA

Baro-VNAV NA when using Goodland altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received, use Goodland altimeter setting and increase DA 136 feet, increase all MDA 140 feet and increase LNAV/VNAV visibility ½ mile all Cats, LNAV visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 5200 direct IKBWU and hold.

AWOS-3 118.175	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF)
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<div>6 NM Holding Pattern</div> <div>YEBVI</div> <div>UKDAW</div> <div>RW17</div> <div>5100</div> <div>352°</div> <div>172°</div> <div>4800</div> <div>6.3 NM</div> <div>4.9 NM</div> <div>5200</div> <div>IKBWU</div> <div>GS 3.00°</div> <div>TCH 40</div>				
CATEGORY	A	B	C	D
LNAV/ VNAV	3636-1½ 449 (500-1½)			NA
LNAV MDA	3620-1	433 (500-1)	3620-1¼ 433 (500-1¼)	NA
CIRCLING	3640-1	453 (500-1)	3640-1½ 453 (500-1½)	NA

ELEV 3187

172° to RW17

TDZE 3187

5110 X 75

12

2600 Y 80

0.3% UP

2600 X 80

0.6% UP

35

MIRL Rwy 17-35

RNAV (GPS) RWY 35

COLBY/ SHALZ FIELD (CBK)

WAAS CH 81909 W35A	APP CRS 352°	Rwy Idg TDZE Apt Elev	5110 3175 3187
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▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Goodland altimeter setting. When local altimeter setting not received, use Goodland altimeter setting and increase all DA 136 feet, and all MDA 140 feet, increase LPV and LNAV/VNAV visibility all Cats ½ mile and LNAV Cat C visibility ½ mile.

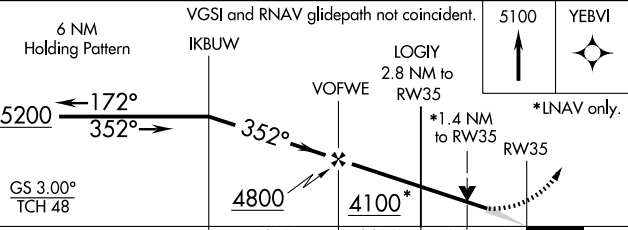
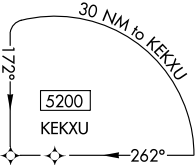
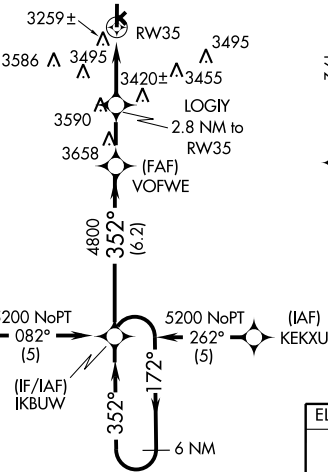
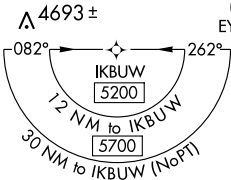
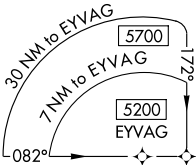
MISSED APPROACH: Climb to 5100 direct YEBVI and hold.

AWOS-3
118.175

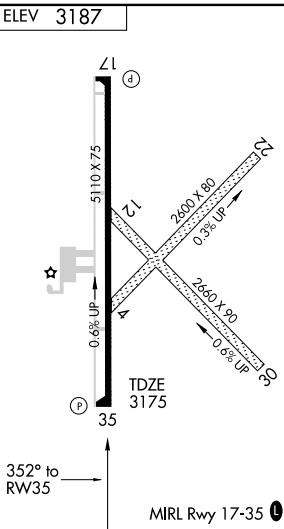
DENVER CENTER
132.5 379.15

UNICOM
122.8 (CTAF) 0

MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA	3425-1 250 (300-1)			NA
LNAV/VNAV DA	3554-1½ 379 (400-1½)			NA
LNAV MDA	3640-1	465 (500-1)	3640-1¼ 465 (500-1¼)	NA
CIRCLING	3640-1	453 (500-1)	3640-1½ 453 (500-1½)	NA



APP CRS	Rwy Idg	3600
174°	TDZE	1482
	Apt Elev	1486

GPS RWY 17

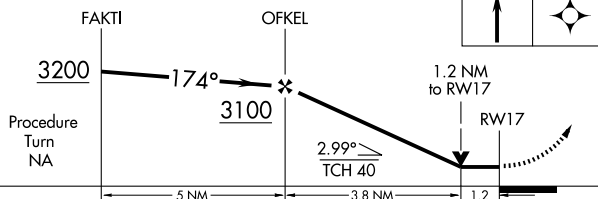
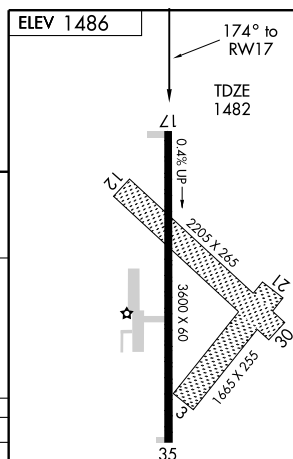
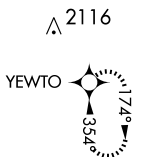
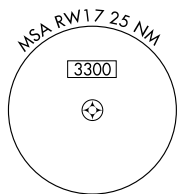
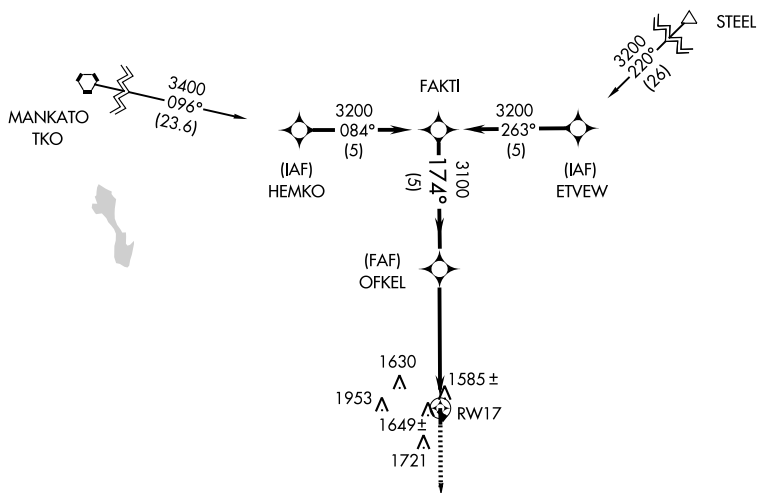
CONCORDIA/BLOSSER MUNI (CNK)



MISSED APPROACH: Climb to 3200 direct YEWTO WP and hold.

ASOS
123.825

KANSAS CITY CENTER
134.9 363.2

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
S-17	1900-1	418 (500-1)	NA	
CIRCLING	2080-1	594 (600-1)	NA	

MIRL Rwy 17-35 **L**

GPS RWY 35

CONCORDIA/BLOSSER MUNI (CNK)

APP CRS	Rwy Idg
354°	3600
	TDZE
	1486
	Apt Elev
	1486



NA

MISSED APPROACH: Climb to 3200 direct FAKTI WP and hold.

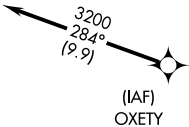
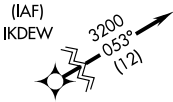
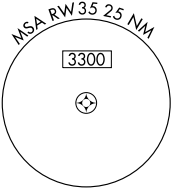
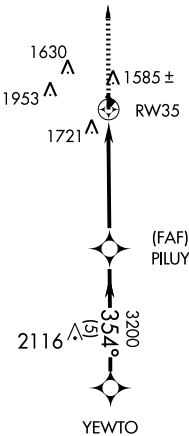
ASOS
123.825

KANSAS CITY CENTER
134.9 363.2

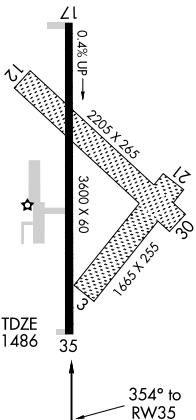
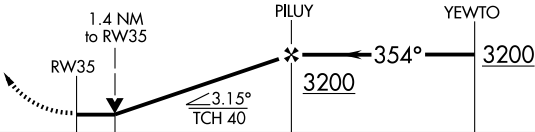
UNICOM
122.8 (CTAF) 0



FAKTI



Procedure
Turn
NA



CATEGORY	A	B	C	D
S-35	2040-1	554 (600-1)		NA
CIRCLING	2080-1	594 (600-1)		NA

MIRL Rwy 17-35 0

NDB CNK
335

APP CRS
190°

Rwy Idg	N/A
TDZE	N/A
Apt Elev	1486

NDB-A

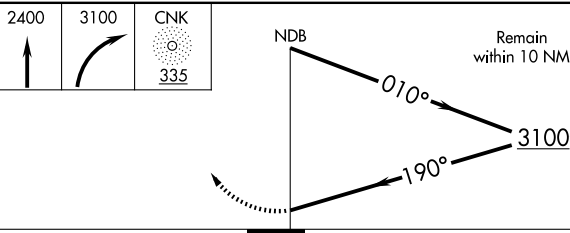
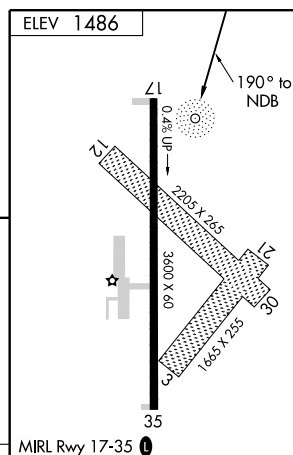
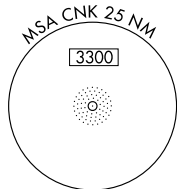
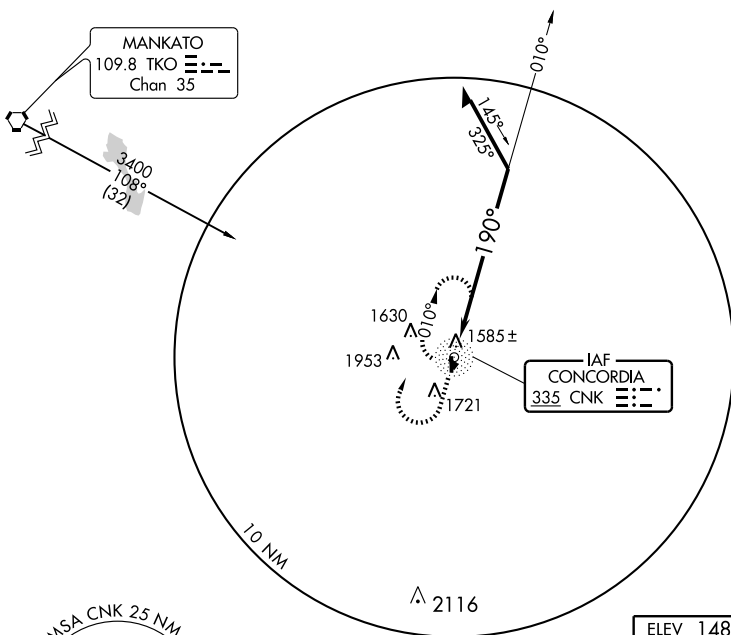
CONCORDIA/ BLOSSER MUNI (CNK)



MISSED APPROACH: Climb to 2400 then climbing right turn to 3100 direct CNK NDB and hold.

ASOS
123.825

KANSAS CITY CENTER
134.9 363.2

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D						
CIRCLING	2080-1	594 (600-1)	NA		Knots	60	90	120	150	180
					Min:Sec					

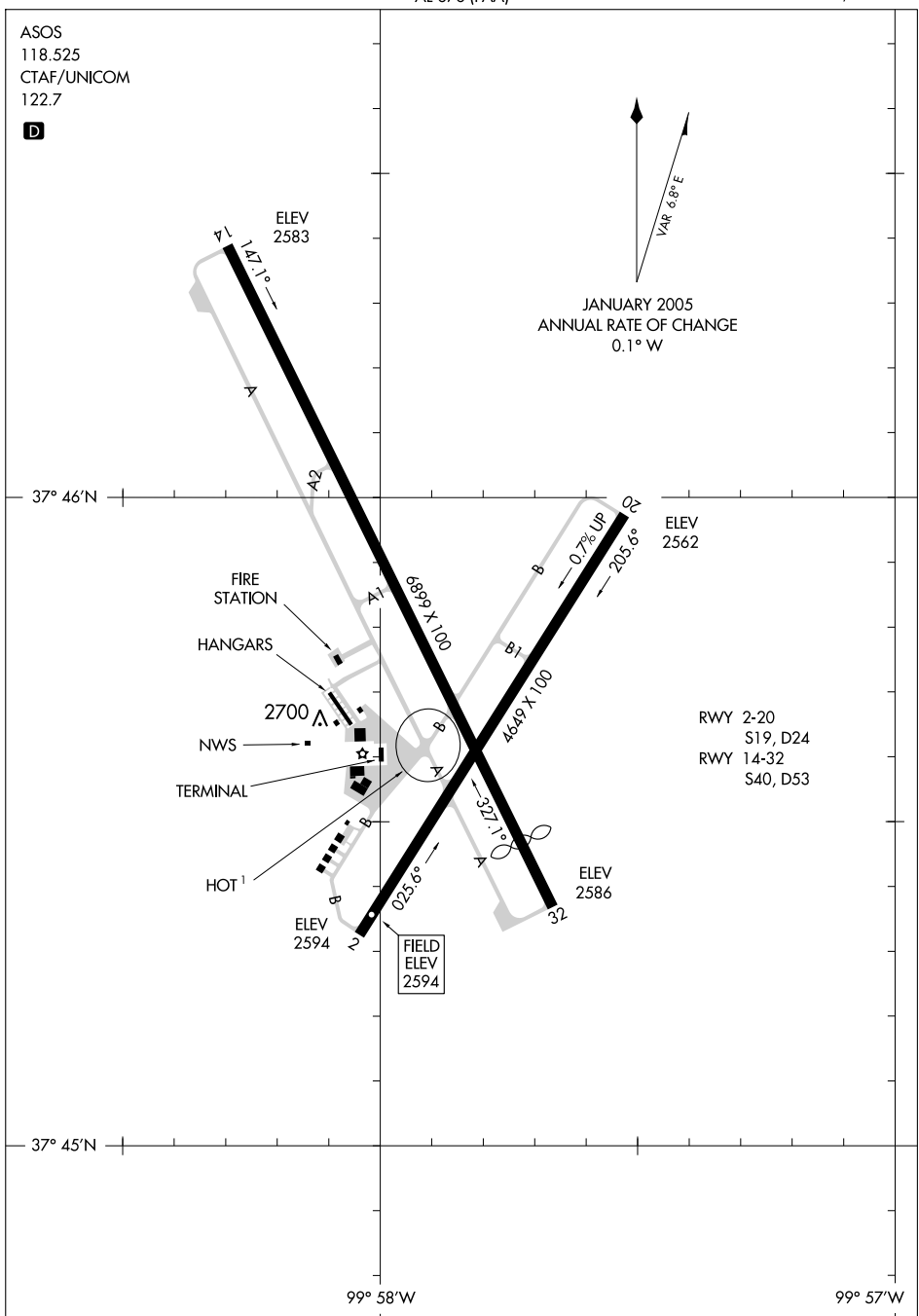
AIRPORT DIAGRAM

AL-676 (FAA)

DODGE CITY RGNL (DDC)
DODGE CITY, KANSAS

ASOS
118.525
CTAF/UNICOM
122.7

D



NC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-DDC
111.7

APP CRS
146°

Rwy Idg	6329
TDZE	2583
Apt Elev	2594

ILS or LOC RWY 14
DODGE CITY RGNL (DDC)

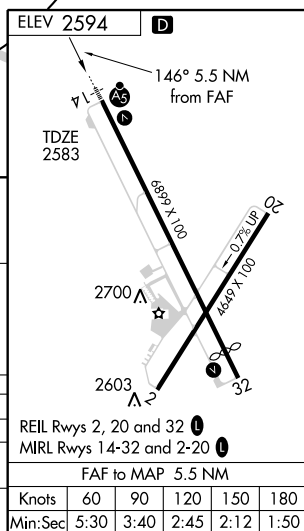
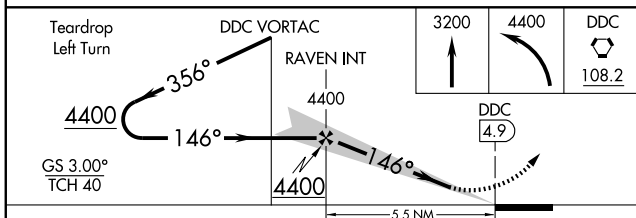
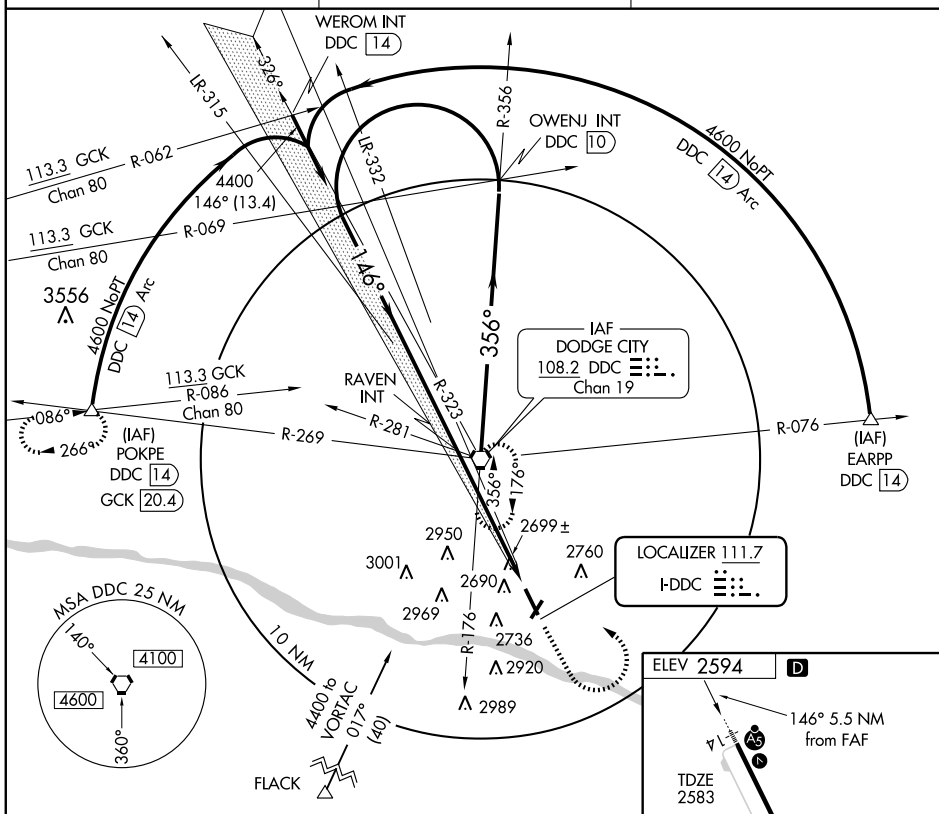
A If local altimeter setting not received, use Garden City altimeter setting and increase DA to 2911 feet, and increase all MDAs 140 feet.



MISSED APPROACH: Climb to 3200 then climbing left turn to 4400 direct DDC VORTAC and hold.

ASOS
118.525

KANSAS CITY CENTER
125.2 269.4

UNICOM
122.7 (CTAF) **L**

CATEGORY	A	B	C	D
S-ILS 14		2783- $\frac{1}{2}$	200 (200- $\frac{1}{2}$)	
S-LOC 14		2960- $\frac{1}{2}$	377 (400- $\frac{1}{2}$)	2960- $\frac{3}{4}$ 377 (400- $\frac{3}{4}$)
CIRCLING	3040-1 446 (500-1)	3060-1 466 (500-1)	3060-1 $\frac{1}{2}$ 466 (500-1 $\frac{1}{2}$)	3160-2 566 (600-2)

NC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6329
326°	TDZE	2591
	Apt Elev	2594

RNAV (GPS) RWY 32

DODGE CITY RGNL (DDC)

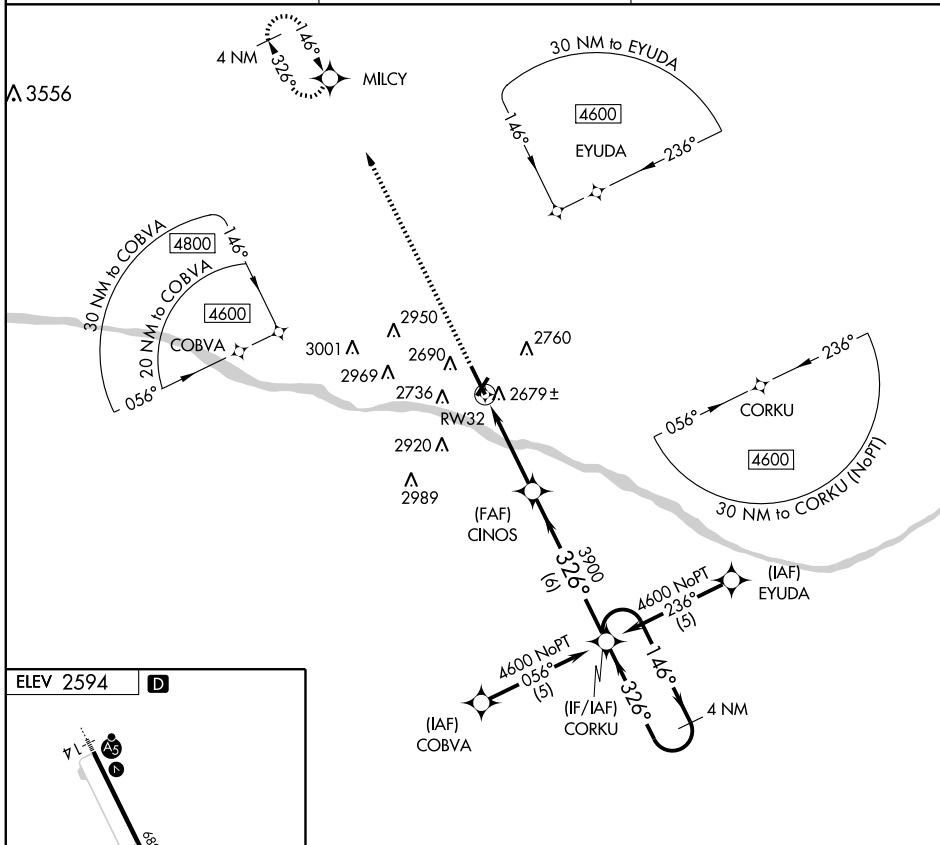
<p>A DME/DME RNP-0.3 NA. If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 140 feet. VDP NA with Garden City altimeter setting.</p>	<p>MISSED APPROACH: Climb to 4600 direct MILCY and hold.</p>
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ASOS
118.525

KANSAS CITY CENTER
125.2 269.4

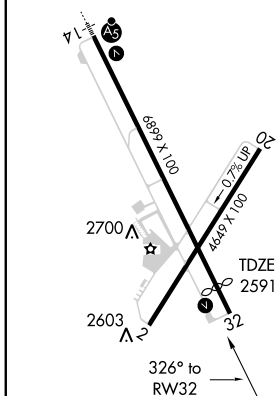
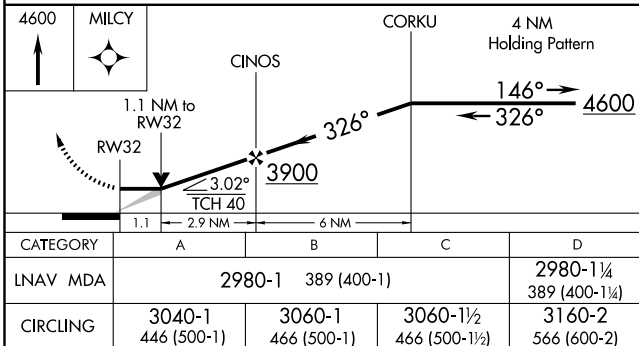
UNICOM
122.7 (CTAF) **L**

A 3556



ELEV 2594

D

REIL Rwys 2, 20 and 32 **L**MIRL Rwy 14-32 and 2-20 **L**

VORTAC DDC	Rwy Idg	6329
108.2	TDZE	2583
Chan 19	APP CRS	153°
	Apt Elev	2594

VOR RWY 14
DODGE CITY RGNL (DDC)

If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 140 feet. For inoperative MALSR, increase S-14 Cat D visibility to 1¼ mile. VDP NA with Garden City altimeter setting.

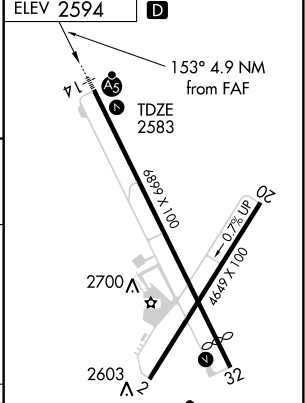
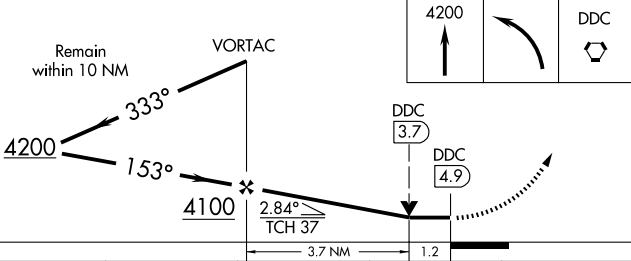
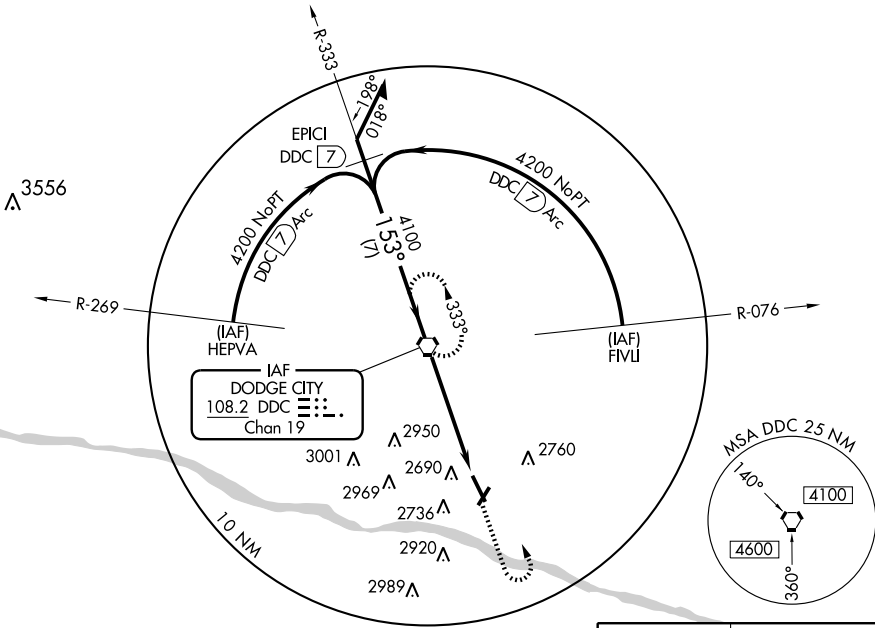


MISSED APPROACH: Climb to 4200 then left turn direct DDC VORTAC and hold.

ASOS
118.525

KANSAS CITY CENTER
125.2 269.4

UNICOM
122.7 (CTAF) 1



CATEGORY	A	B	C	D
S-14	3000-½ 417 (500-½)	3000-¾ 417 (500-¾)	3000-1 417 (500-1)	3000-1 417 (500-1)
CIRCLING	3040-1 446 (500-1)	3060-1 466 (500-1)	3060-1½ 466 (500-1½)	3160-2 566 (600-2)

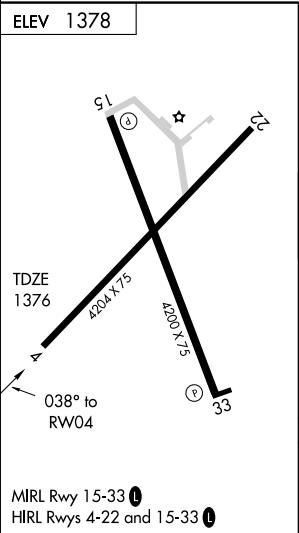
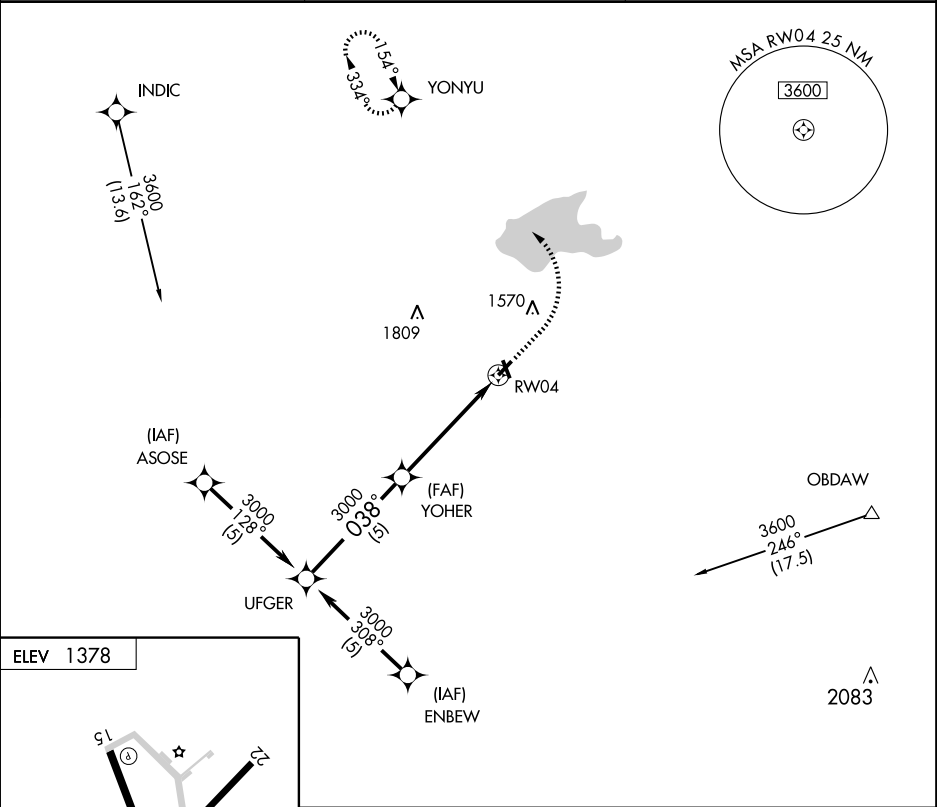
REIL Rwy 2, 20 and 32 1	
MIRL Rwy 14-32 and 2-20 1	
FAF to MAP 4.9 NM	
Knots	60 90 120 150 180
Min:Sec	4:54 3:16 2:27 1:58 1:38

APP CRS	Rwy Idg	4204
038°	TDZE	1376
	Apt Elev	1378

EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

▲ NA	Use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climb to 3000 then left turn direct YONYU WP and hold.
------	--	---

WICHITA APP CON 134.8 269.1	UNICOM 122.8 (CTAF)	122.9 0
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<div>UFGER</div> <div>YOHER</div> <div>3000</div> <div>3000</div> <div>038°</div> <div>038°</div> <div>RW04</div> <div>Procedure Turn NA</div> <div>5 NM</div> <div>5 NM</div> <div>3000</div> <div>YONYU</div>				
CATEGORY	A	B	C	D
S-4	1800-1	424 (500-1)	NA	
CIRCLING	1900-1	522 (600-1)	NA	

NA

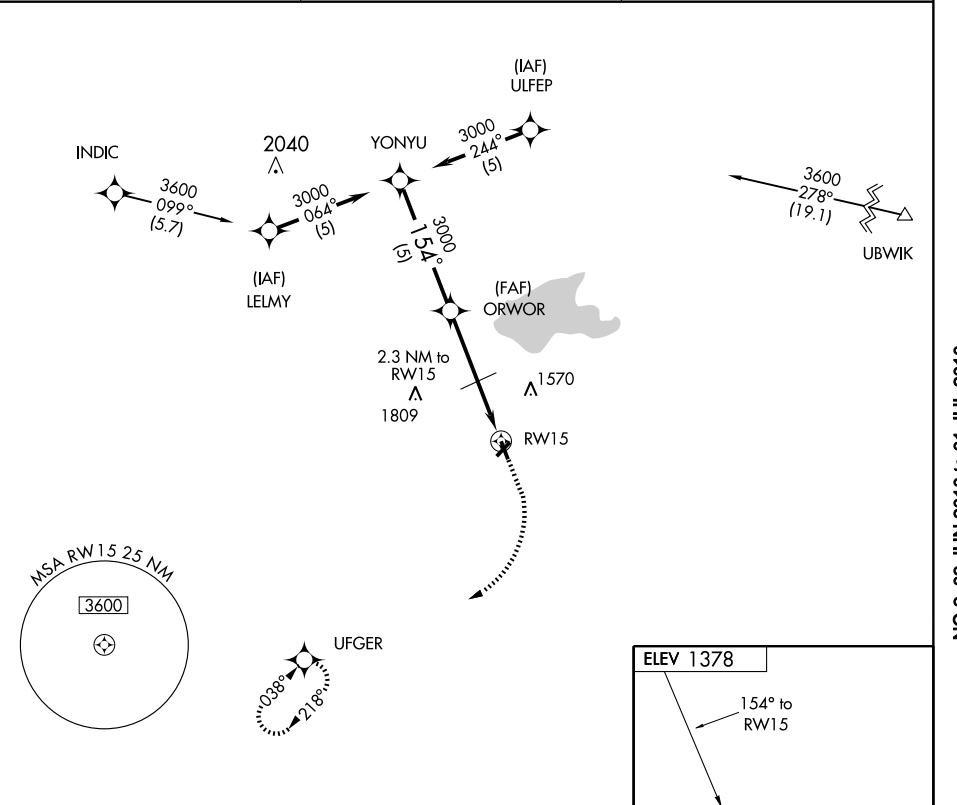
Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct UFGER WP and hold.

WICHITA APP CON
134.8 269.1

UNICOM
122.8 (CTAF)

122.9



YONYU

3000

ORWOR

3000

3000

154°

2120

2.3 NM to RWY 15

2120

2.3 NM to RWY 15

2120

2.3 NM to RWY 15

2120

2.3 NM to RWY 15

Procedure Turn NA

5 NM

2.7 NM

2.3 NM

CATEGORY

A

B

C

D

S-15

1880-1

505 (600-1)

NA

CIRCLING

1900-1

522 (600-1)

NA

ELEV 1378

154° to RWY 15

TDZE 1375

4200 X 75

4200 X 75

33

4200 X 75

33

MIRL Rwy 15-33

HIRL Rwy 4-22 and 15-33

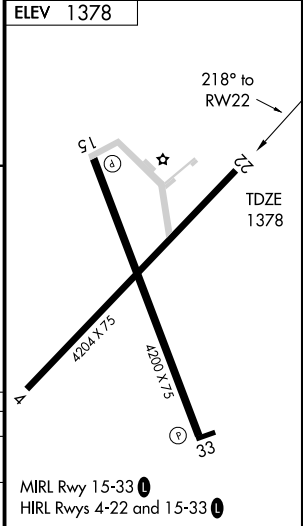
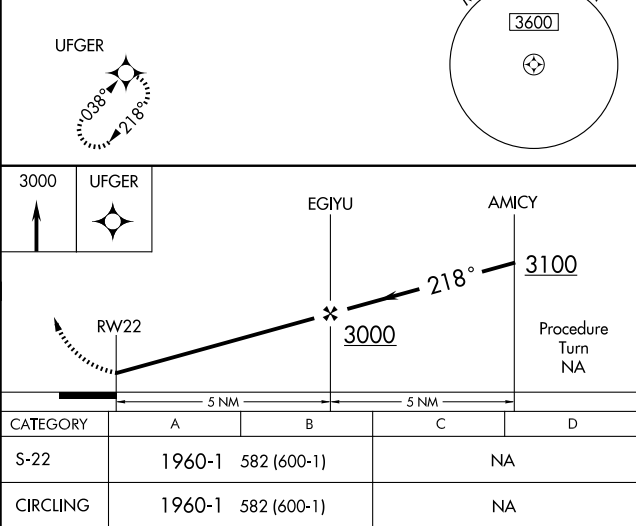
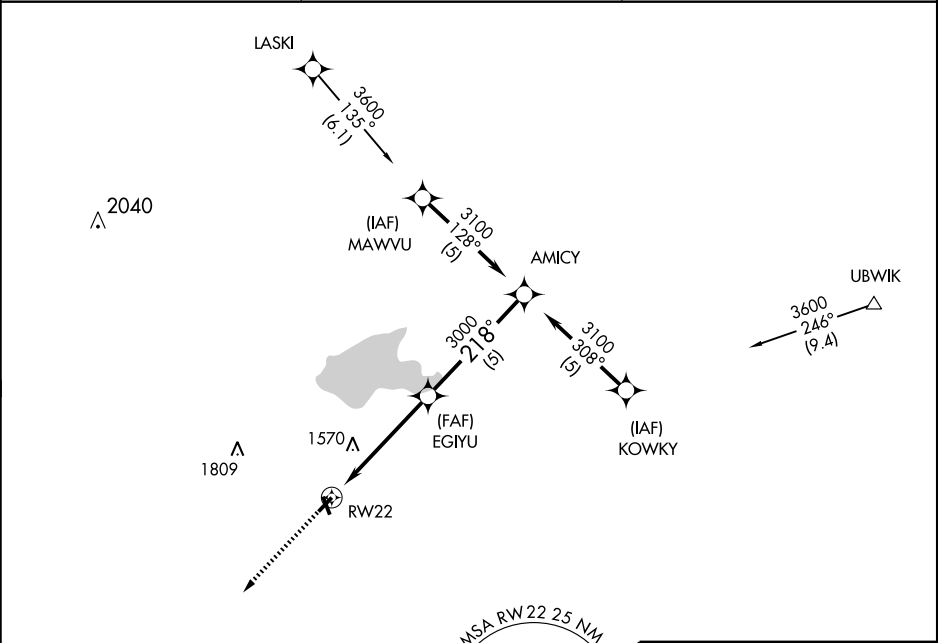
GPS RWY 22

APP CRS	Rwy Idg	4204
218°	TDZE	1378
	Apt Elev	1378

EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

▲ NA Use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climb to 3000 direct UFGER WP and hold.
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WICHITA APP CON 134.8 269.1	UNICOM 122.8 (CTAF)	122.9 0
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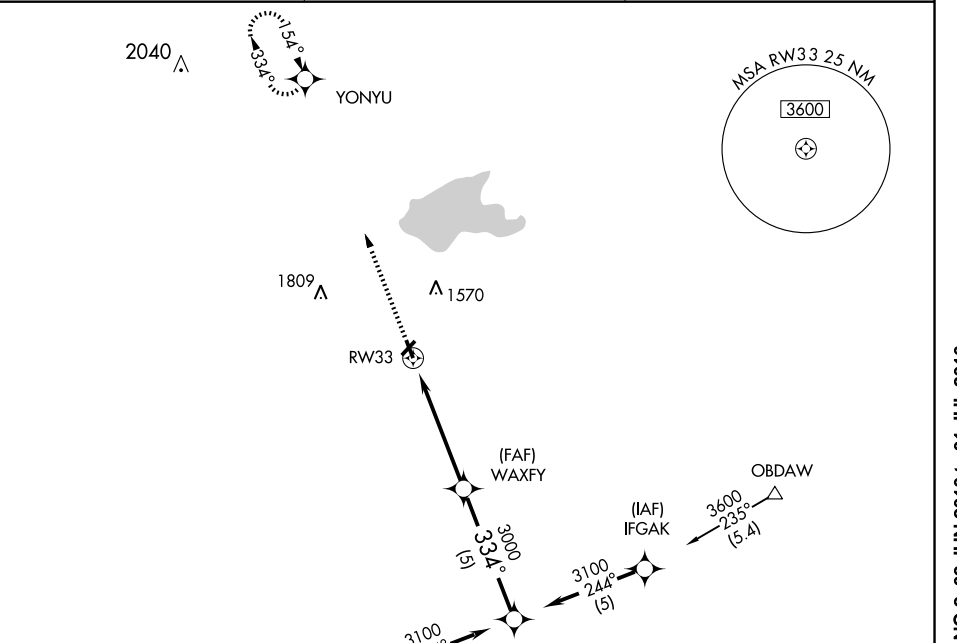
APP CRS	Rwy Idg	4200
334°	TDZE	1373
	Apt Elev	1378

▲ NA

Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 direct YONYU WP and hold.

WICHITA APP CON 134.8 269.1	UNICOM 122.8 (CTAF)	122.9 0
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3000

YONYU

CAWBW

3600 070° (21.9)

WAXFY

VUCDO

3000

3100

334°

2.99° TCH 40

5 NM

5 NM

Procedure Turn NA

CATEGORY	A	B	C	D
S-33	1860-1	487 (500-1)	NA	
CIRCLING	1900-1	522 (600-1)	NA	

ELEV 1378

31

20

4200 X 75

4200 X 75

TDZE 1373

33

334° to RW33

MIRL Rwy 15-33 0

HIRL Rwy 4-22 and 15-33 0

NC-2: 03 JUN 2010 to 01 JUL 2010

NDB EQA
383

APP CRS
028°

Rwy Idg	4204
TDZE	1376
Apt Elev	1378

NDB RWY 4

EL DORADO/ CAPTAIN JACK THOMAS/EL DORADO (EQA)

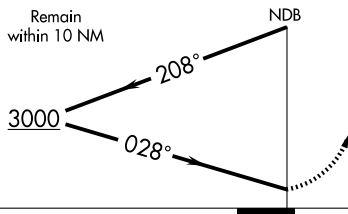
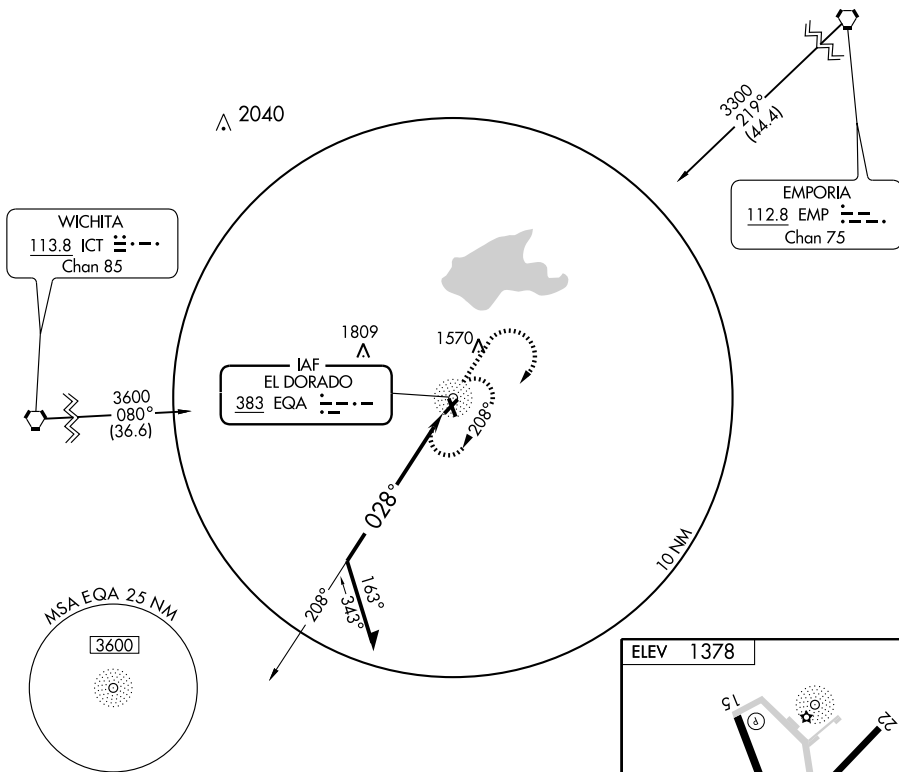
A NA Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 then right turn direct EQA NDB and hold.

WICHITA APP CON
134.8 269.1

UNICOM
122.8 (CTAF)

122.9 L

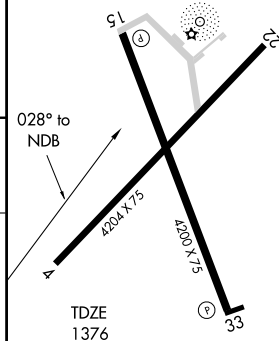


300C



EQA

ELEV 1378

MIRL Rwy 15-33 **L**

HIRL Rwy 4-22 and 15-33 L

CATEGORY	A	B	C	D
S-4	1940-1	564 (600-1)	NA	
CIRCLING	1940-1	562 (600-1)	NA	

Knots	60	90	120	150	180
Min:Sec					

NDB EHA	APP CRS	Rwy Idg	4900
<u>377</u>	<u>345°</u>	TDZE	3619
		Apt Elev	3622

NDB RWY 35

ELKHART-MORTON COUNTY (EHA)

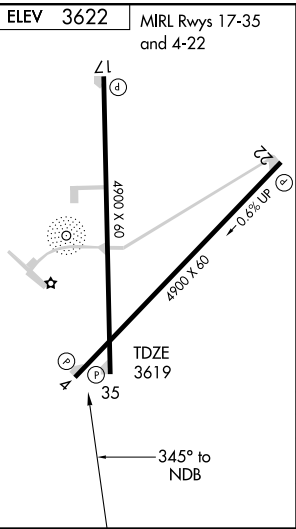
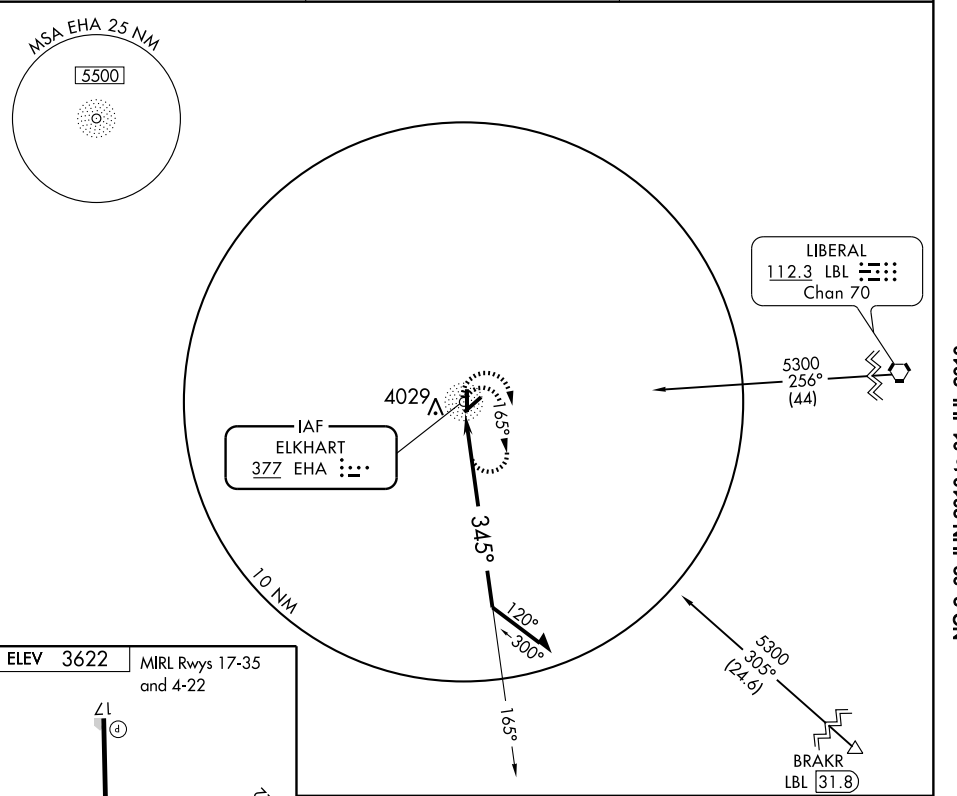
▼

▲

When local altimeter setting not received, use Liberal altimeter setting and increase all MDA 220 feet, increase Cat A and B visibility ¼ mile, and increase Cat C visibility ½ mile.

MISSED APPROACH: Climbing right turn to 5300 in EHA NDB holding pattern.

AWOS-1 118.025	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF)
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5300 EHA				
NDB				
Remain within 10 NM				
165°				
345°				
5300				
CATEGORY	A	B	C	D
S-35	4440-1 821 (900-1)	4440-1¼ 821 (900-1¼)	4440-2½ 821 (900-2½)	NA
CIRCLING	4440-1 818 (900-1)	4440-1¼ 818 (900-1¼)	4440-2½ 818 (900-2½)	NA

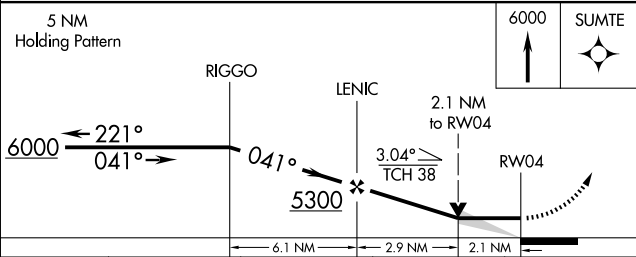
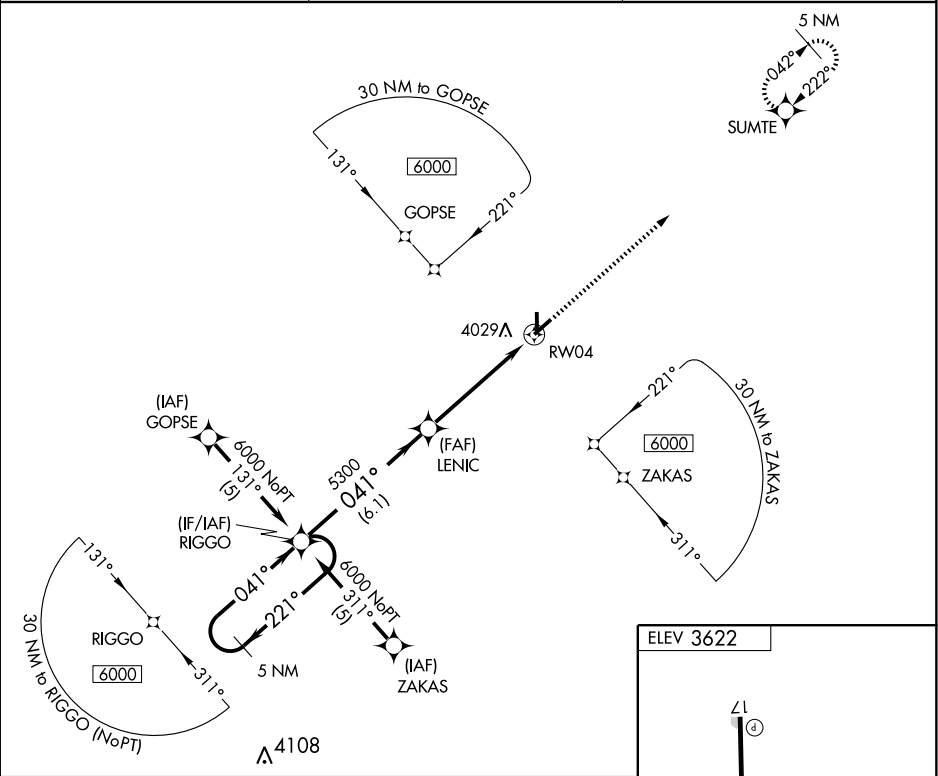
APP CRS	Rwy Idg	4900
041°	TDZE	3622
	Apt Elev	3622

RNAV (GPS) RWY 4
ELKHART-MORTON COUNTY (EHA)

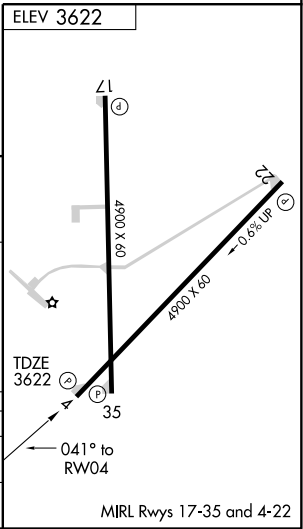
⚠ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Liberal altimeter setting and increase all MDA 220 feet, increase Cats A/B visibility ¼ mile, and increase Cat C visibility ¾ mile. VDP NA when using Liberal altimeter setting.

MISSED APPROACH: Climb to 6000 direct SUMTE and hold.

AWOS-1 118.025	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
UNAV MDA	4340-1 718 (800-1)	4340-2 718 (800-2)	4340-2 718 (800-2)	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA



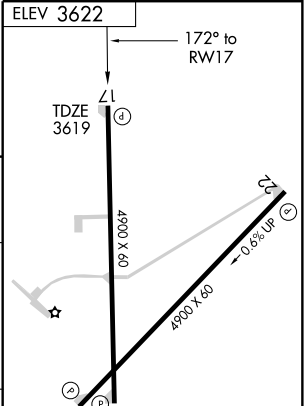
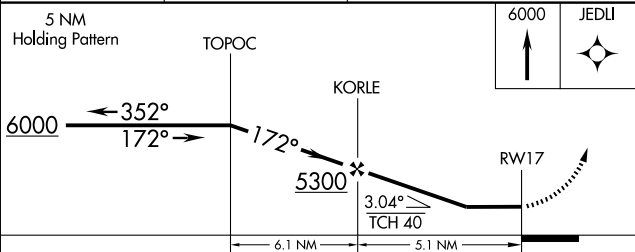
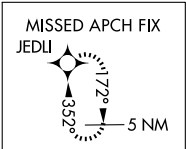
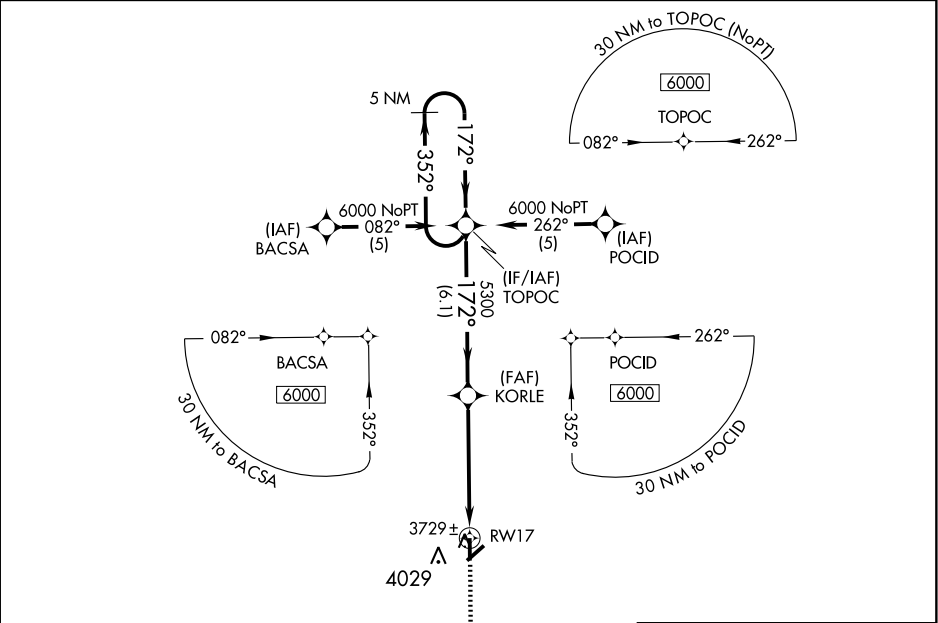
APP CRS 172°	Rwy Idg TDZE Apt Elev 4900 3619 3622
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RNAV (GPS) RWY 17
ELKHART-MORTON COUNTY (EHA)

⚠ DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Liberal altimeter setting and increase all MDA 220 feet, increase LNAV Cat B and Circling Cat A/B visibility ¼ mile, LNAV Cat C and Circling Cat C visibility ¾ mile.

MISSED APPROACH: Climb to 6000 direct JEDLI and hold.

AWOS-1 118.025	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	4240-1 621 (700-1)	4240-1 3/4 621 (700-1 3/4)	4240-2 1/4 621 (700-2 1/4)	NA
CIRCLING	4380-1 758 (800-1)	4380-1 1/4 758 (800-1 1/4)	4380-2 1/4 758 (800-2 1/4)	NA

APP CRS	Rwy Idg	4900
221°	TDZE	3614
	Apt Elev	3622

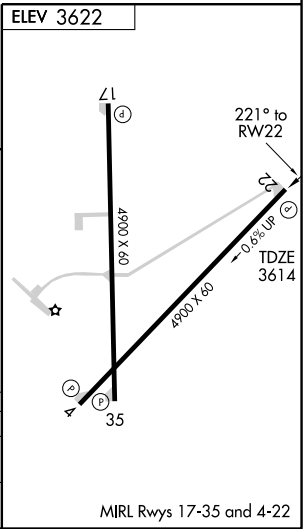
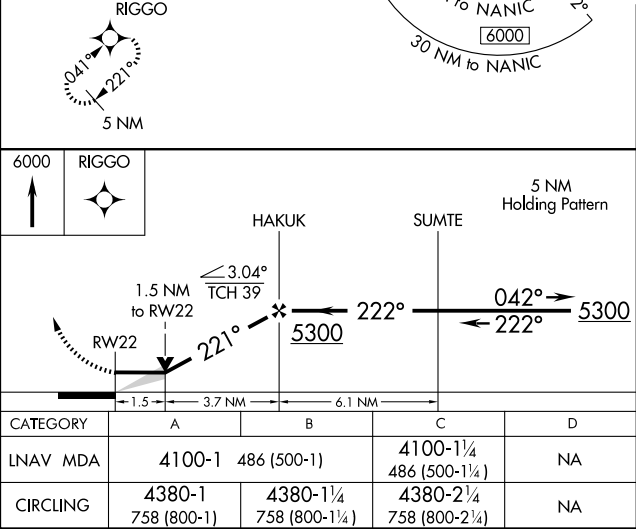
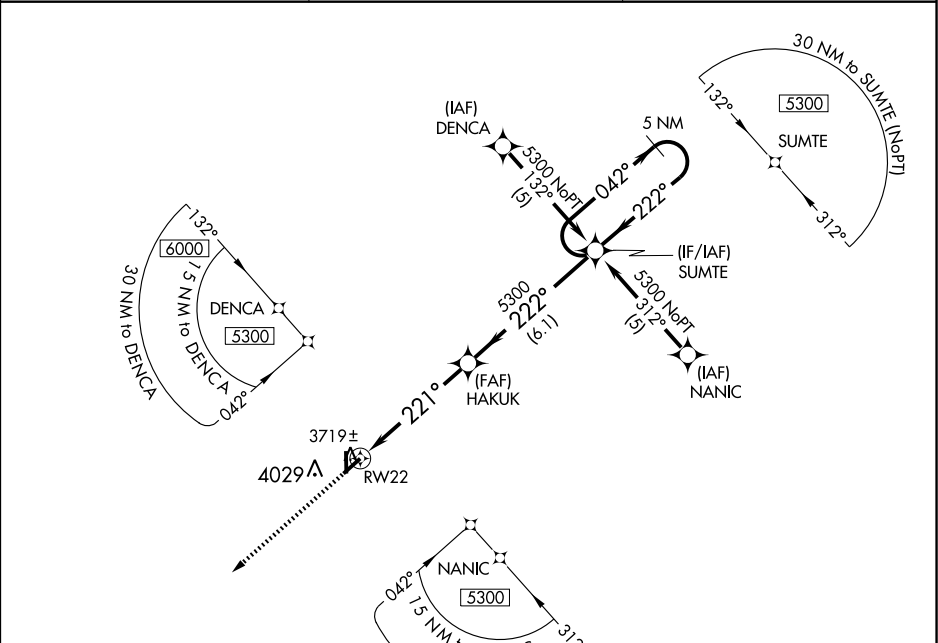
RNAV (GPS) RWY 22

ELKHART-MORTON COUNTY (EHA)

▼ DME/DME RNP-0.3 NA. Procedure NA at night. VDP NA when using Liberal altimeter setting. When **▲** local altimeter setting not received, use Liberal altimeter setting and increase all MDA 220 feet, increase Circling Cat A and B visibility ¼ mile, and LNAV and Circling Cat C visibility ¾ mile.

MISSED APPROACH:
Climb to 6000 direct RIGGO and hold.

AWOS-1 118.025	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	4100-1	486 (500-1)	4100-1¼ 486 (500-1¼)	NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)	NA

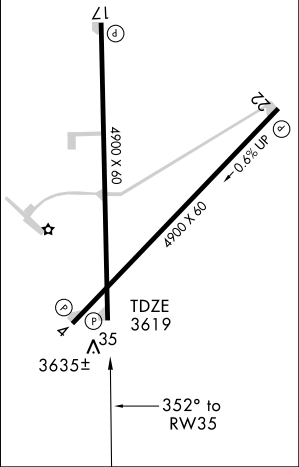
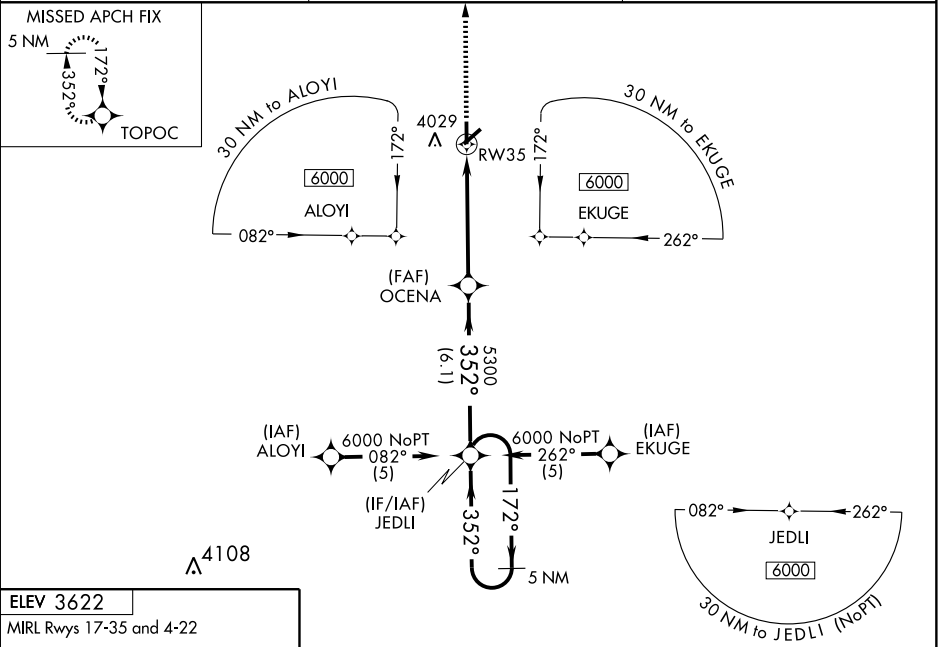
MIRL Rwy 17-35 and 4-22



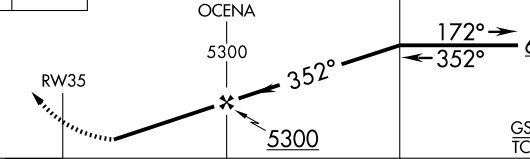
WAAS CH 50417 W35A	APP CRS 352°	Rwy Idg TDZE Apt Elev	4900 3619 3622
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RNAV (GPS) RWY 35
ELKHART-MORTON COUNTY (EHA)

<p>⚠ Baro-VNAV NA when using Liberal altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C (-7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.</p> <p>⚠ Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Liberal altimeter setting and increase all DA 206 feet and all MDA 220 feet, increase LNAV and Circling Cats A/B visibility ¼ mile, LPV all Cats visibility ½ mile, LNAV/VNAV all Cats and Circling Cat C visibility ¾ mile, and LNAV Cat C visibility 1 mile.</p>	<p>MISSED APPROACH: Climb to 6000 direct TOPOC and hold.</p>
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AWOS-1 118.025	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF)
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6000		TOPOC		5 NM Holding Pattern	
					
					
CATEGORY	A	B	C	D	
LPV DA	3869-1 250 (300-1)		NA		
LNAV/VNAV DA	4167-2 548 (600-2)		NA		
LNAV MDA	4280-1 661 (700-1)		4280-1¼ 661 (700-1¼)		NA
CIRCLING	4380-1 758 (800-1)	4380-1¼ 758 (800-1¼)	4380-2¼ 758 (800-2¼)		NA

APP CRS 187°
Rwy ldg 4999
TDZE 1208
Apt Elev 1208

RNAV (GPS) RWY 19
EMPORIA MUNI (EMP)

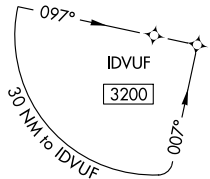
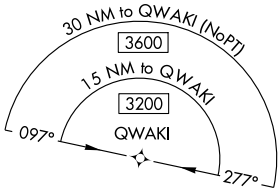
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct OVVOD and hold.

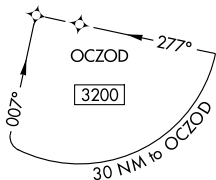
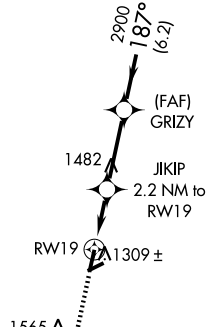
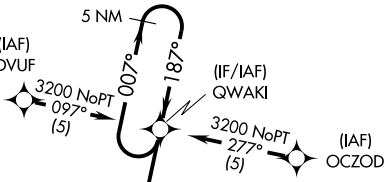
ASOS
126.125

KANSAS CITY CENTER
127.725 270.25

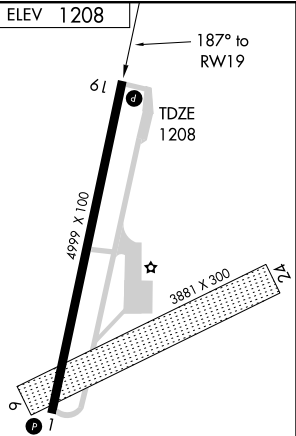
UNICOM
122.8 (CTAF)



1797
Λ



MISSED APCH FIX
OVVOD



3200 ↑ 		5 NM Holding Pattern			
JIKIP 2.2 NM to RW19		GRIZY		QWAKI	
1 NM to RW19		≤ 3.05° TCH 52		007° → 3200	
RW19		1940		187° ← 187°	
1		1.2		2.9 NM	
1		1.2		6.2 NM	
CATEGORY	A		B		C
LNAV MDA	1560-1		352 (400-1)		NA
CIRCLING	1660-1		452 (500-1)		NA
				1660-1½ 452 (500-1½)	

REIL Rws 1 and 19
MIRL Rwy 1-19

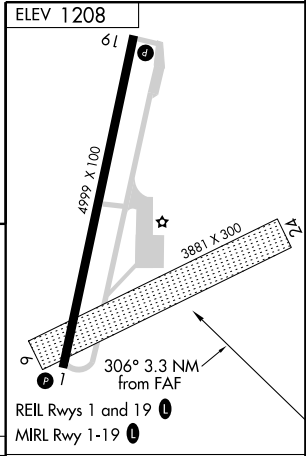
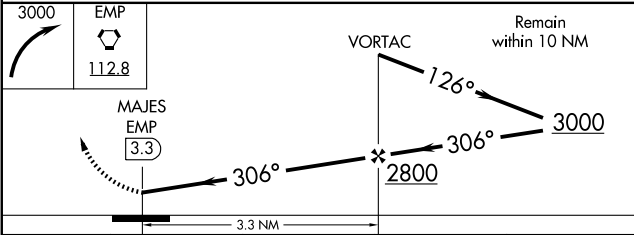
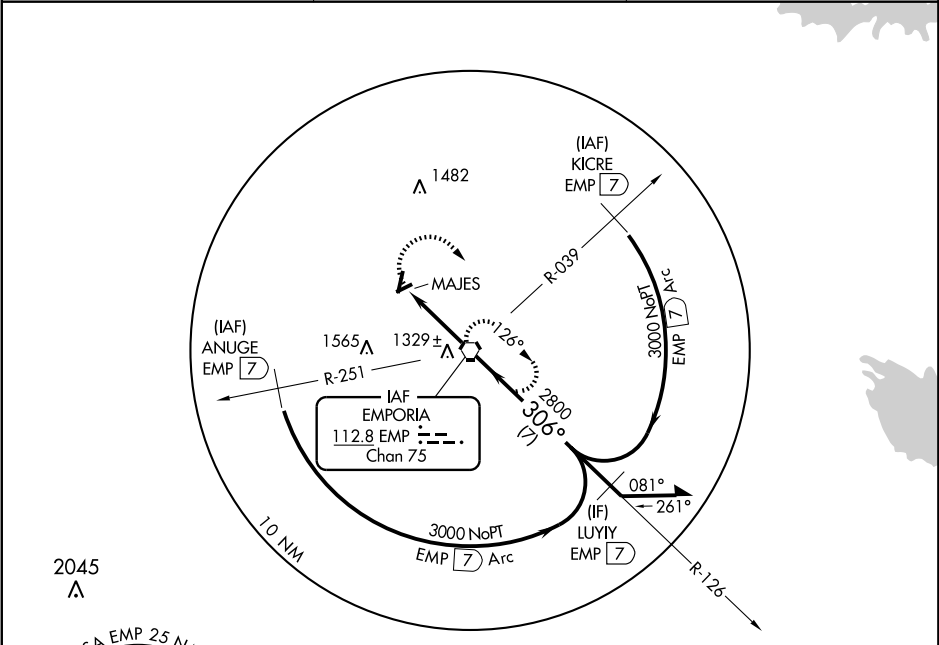
VORTAC EMP 112.8 Chan 75	APP CRS 306°	Rwy Idg TDZE Apt Elev 1208	N/A N/A 1208
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VOR-A
EMPORIA MUNI (EMP)

CAUTION: North/south drag strip 1 mile east of Rwy 1-19.

MISSED APPROACH: Climbing right turn to 3000 direct EMP VORTAC and hold, continue climb-in-hold to 3000.

ASOS 126.125	KANSAS CITY CENTER 127.725 270.25	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	FAF to MAP 3.3 NM					
CIRCLING	1660-1	452 (500-1)	1660-1½ 452 (500-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	3:18	2:12	1:39	1:19	1:06

APP CRS	Rwy Idg	3503
185°	TDZE	1206
	Apt Elev	1206

RNAV (GPS) RWY 18

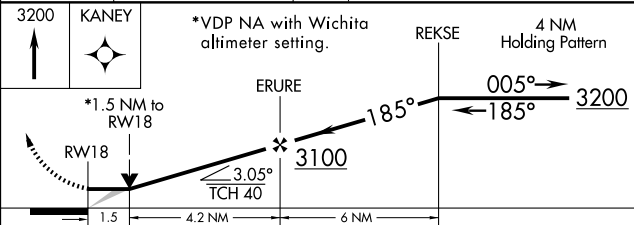
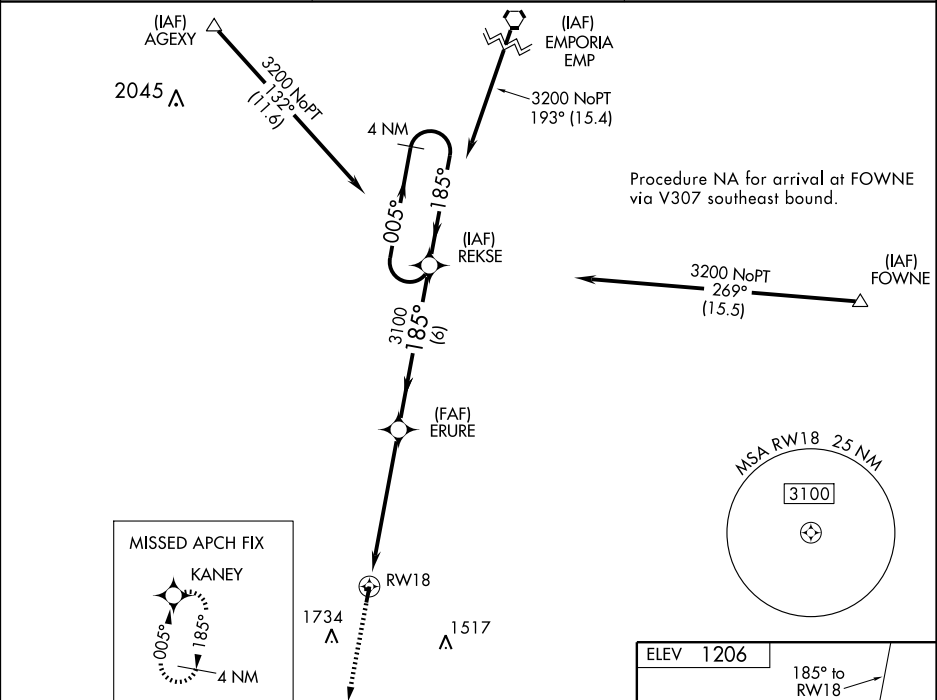
EUREKA MUNI (13K)

▼ Obtain local altimeter on CTAF; when not received, use Wichita altimeter setting.

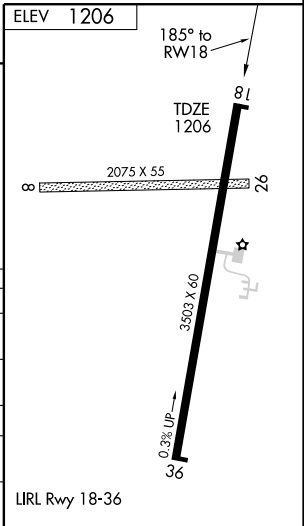
▲ NA Circling NA at night to Rwys 8, 26, 36
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing to 3200 direct KANEY and hold.

AWOS-3 120.975	KANSAS CITY CENTER 120.2 323.2	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1720-1 514 (600-1)	1720-1½ 514 (600-1½)	1720-1½ 514 (600-1½)	NA
CIRCLING	1720-1 514 (600-1)	1720-1½ 514 (600-1½)	1720-1½ 514 (600-1½)	NA
WICHITA ALTIMETER SETTING MINIMUMS				
LNAV MDA	1860-1 654 (700-1)	1860-1¾ 654 (700-1¾)	1860-1¾ 654 (700-1¾)	NA
CIRCLING	1860-1 654 (700-1)	1860-1¾ 654 (700-1¾)	1860-1¾ 654 (700-1¾)	NA



VORTAC EMP <u>112.8</u> Chan 75	APP CRS 187°	Rwy Idg 3503 TDZE 1206 Apt Elev 1206
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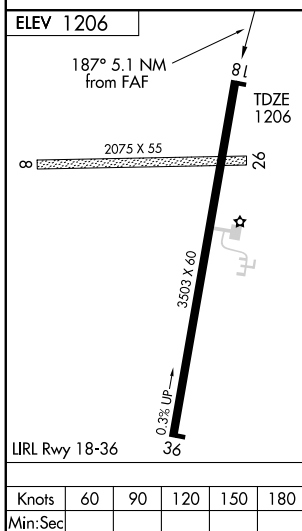
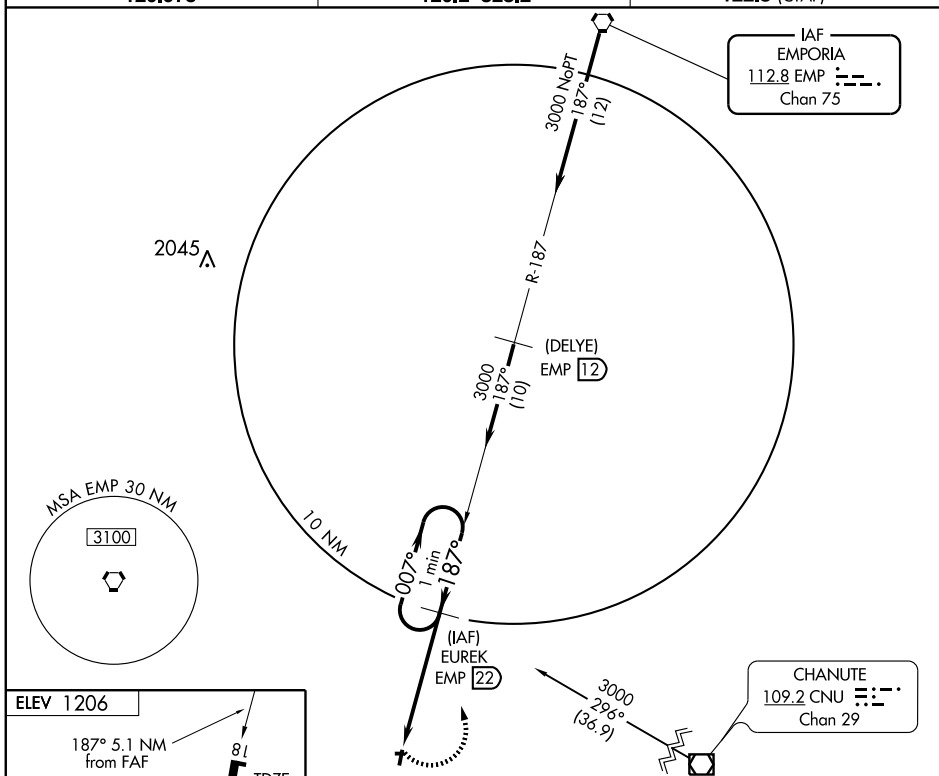
VOR/DME RWY 18
EUREKA MUNI (13K)

T	Obtain local altimeter on CTAF; when not received,
A NA	use Wichita altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via EMP R-187 to EUREK 22 DME and hold.

AWOS-3
120.975

KANSAS CITY CENTER
120.2 323.2

UNICOM
122.8 (CTAF)

The diagram illustrates a one-minute holding pattern around a fix. Key elements include:

- Fix:** Indicated by an 'X' at the center.
- Inbound Leg:** Labeled '3000' with a heading of '007°' and a turn angle of '187°'.
- Outbound Leg:** Labeled '3000' with a heading of '187°'.
- Holding Time:** Indicated as 'One Minute Holding Pattern'.
- EUREK EMP [22]:** Located near the fix.
- EUREK EMP [27.1]:** Located at the start of the holding pattern.
- Distance:** A horizontal line segment labeled '5.1 NM' connects the start of the holding pattern to the fix.
- Angle:** An angle of ' $\leq 3.25^\circ$ ' is shown between the inbound leg and the horizontal line.
- TCH 40:** Indicated below the horizontal line.

CATEGORY	A	B	C	D
S-18	1700-1 494 (500-1)	1700-1¼ 494 (500-1¼)	1700-1½ 494 (500-1½)	NA
CIRCLING	1700-1 494 (500-1)	1700-1¼ 494 (500-1¼)	1700-1½ 494 (500-1½)	NA

WICHITA ALTIMETER SETTING MINIMUMS

	1900-1 694 (700-1)	1900-1¼ 694 (700-1¼)	1900-2 694 (700-2)	
S-18	1900-1 694 (700-1)	1900-1¼ 694 (700-1¼)	1900-2 694 (700-2)	NA
CIRCLING	1940-1 734 (800-1)	1940-1¼ 734 (800-1¼)	1940-2 734 (800-2)	NA

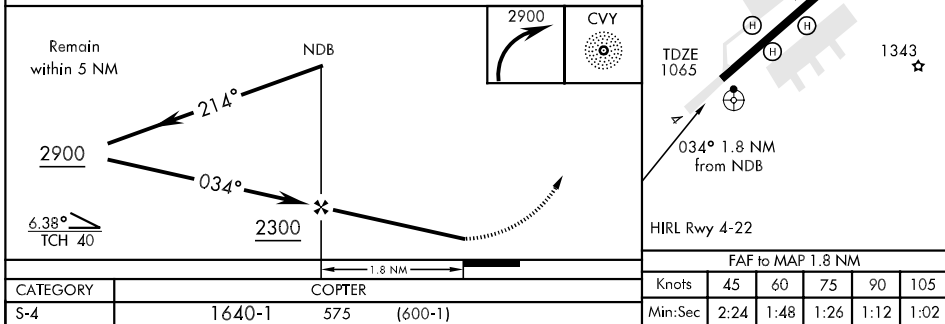
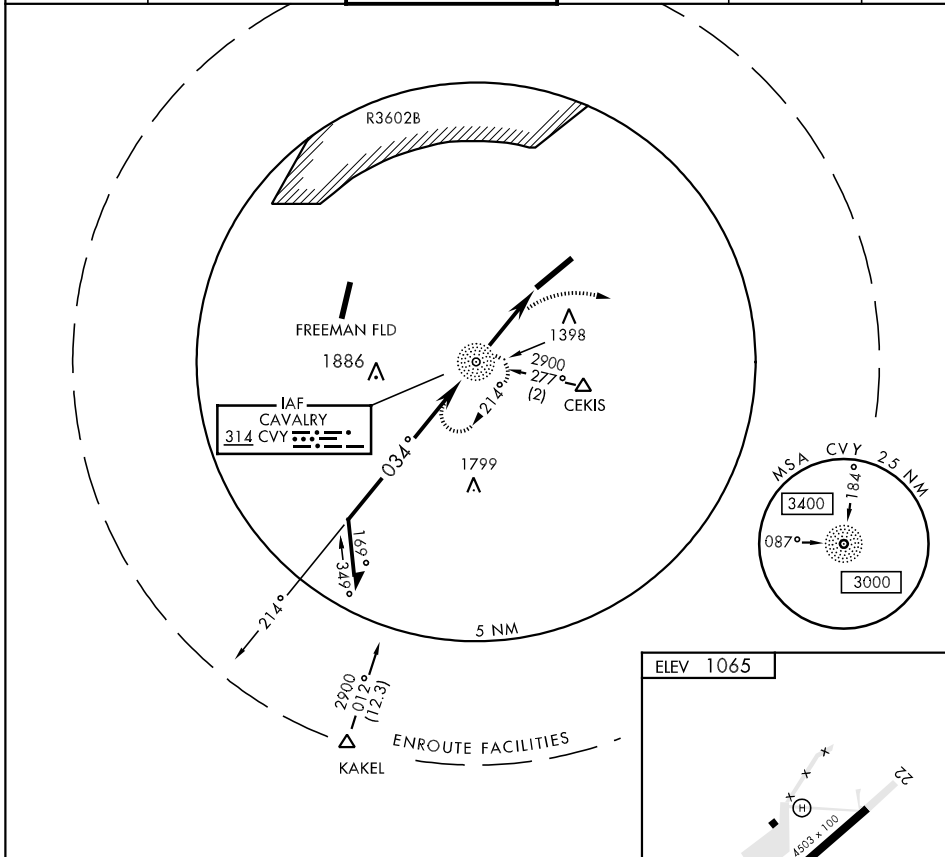
NDB CVY 314	APCH CRS 034°	Rwy Idg TDZE Arpt Elev 4503 1065 1065
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AL-155 [USA]

MARSHALL AAF (KFRI)

	Visibility reduction by helicopters NA		MISSED APPROACH: Climbing right turn to 2900 direct CVY NDB and hold.
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ATIS ★ 121.025	MARSHALL GCA ★ 121.25 245.35	MARSHALL TOWER ★ 126.2 (CTAF) 248.65	GND CON 140.20 229.4	CLNC DEL 119.65	ASR/PAR
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APCH CRS **044°** Rwy Idg **4503**
 TDZE **1065**
 Arpt Elev **1065**

AL-155 [USA]

MARSHALL AAF (KFRI)

V * Circling not authorized NW of Rwy 4-22.

ODALS

MISSED APPROACH: Climbing right
 turn to 2900 direct EPAKY and hold.

A NA Visibility reduction by helicopters NA

A NA

ATIS ★

121.025

MARSHALL GCA ★

121.25 245.35

MARSHALL TOWER ★

126.2 (CTAF) 248.65

GND CON

140.20 229.4

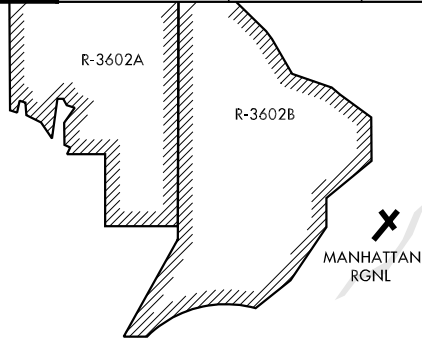
CLNC DEL

119.65

ASR/PAR

DME/DME RNP -0.3 NA

Procedure NA for arrival at
 CEKIS via V4-508 eastbound.



FREEMAN FLD

RW04

1595

1892

1700

044°

(3.3)

2900

(11.4)

CEKIS

(FAF)

LORNY

1432

(IAF)

EPAKY

2800

044°

(6.5)

044°

224°

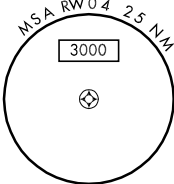
6 NM

1800

1300 FT

(IAF)

KAKEL



2900

EPAKY

ELEV 1065

EPAKY

2900

224°

044°

LORNY

2800

EVIYU

RW04

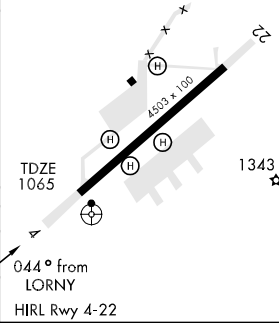
1700

3.05°
 TCH 40

3.3 NM

1.9 NM

CATEGORY	A	B	C	D
LNAV MDA	1640-1 575 (600-1)	1640-1½ 575 (600-1½)	1640-1¾ 575 (600-1¾)	1640-2 575 (600-2)
CIRCLING *	1660-1 595 (600-1)	1680-1 615 (700-1)	1680-1¾ 615 (700-1¾)	1760-2½ 695 (700-2½)



TDZE 1065

044° from LORNY

HIRL Rwy 4-22

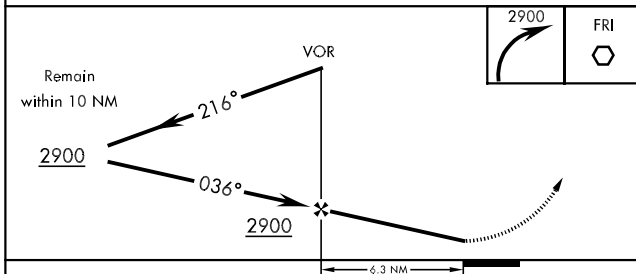
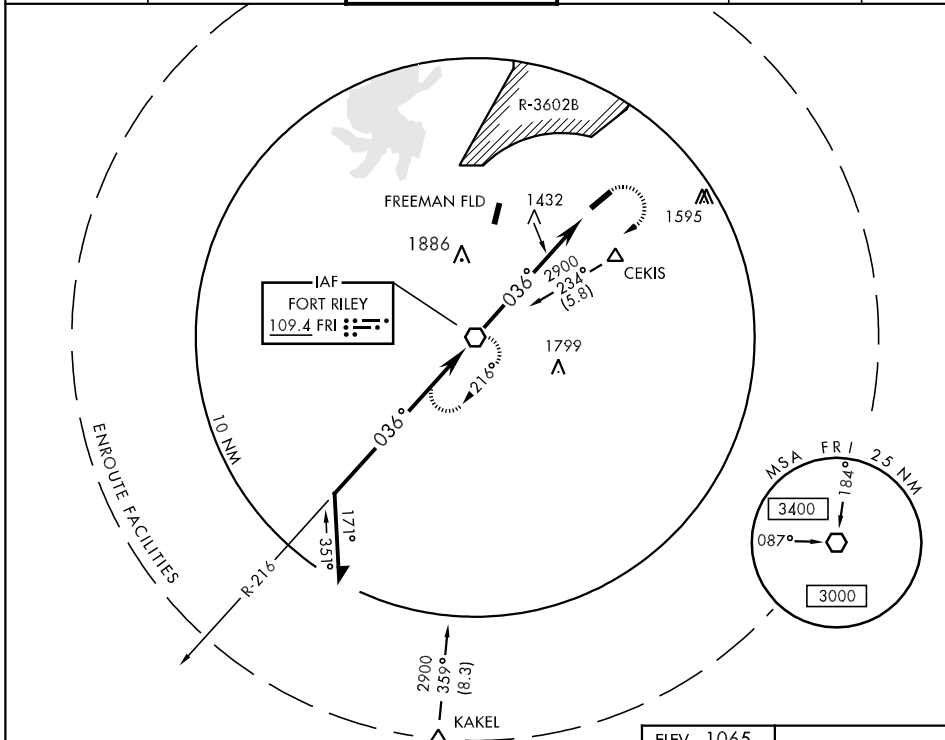
VOR FRI 109.4	APCH CRS 036°	Rwy Idg 4503 TDZE 1065 Arpt Elev 1065
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AL-155 [USA]

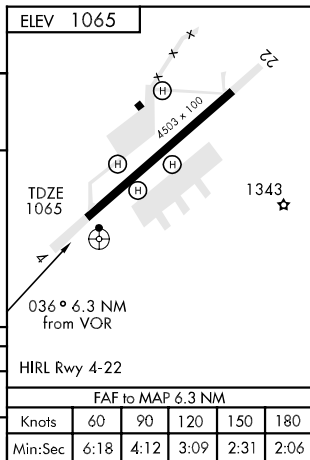
MARSHALL AAF (KFRI)

	Visibility reduction by helicopters NA * Circling not authorized NW of Rwy 4-22.		MISSED APPROACH: Climbing right turn to 2900 direct FRI VOR and hold.

ATIS ★ 121.025	MARSHALL GCA ★ 121.25 245.35	MARSHALL TOWER ★ 126.2 (CTAF) 248.65	GND CON 140.20 229.4	CLNC DEL 119.65	ASR/PAR
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CATEGORY	A	B	C	D
S-4	1700-1	635 (700-1)	1700-1¾ 635 (700-1¾)	1700-2 635 (700-2)
CIRCLING *	1700-1	635 (700-1)	1700-1¾ 635 (700-1¾)	1760-2¼ 755 (800-2¼)



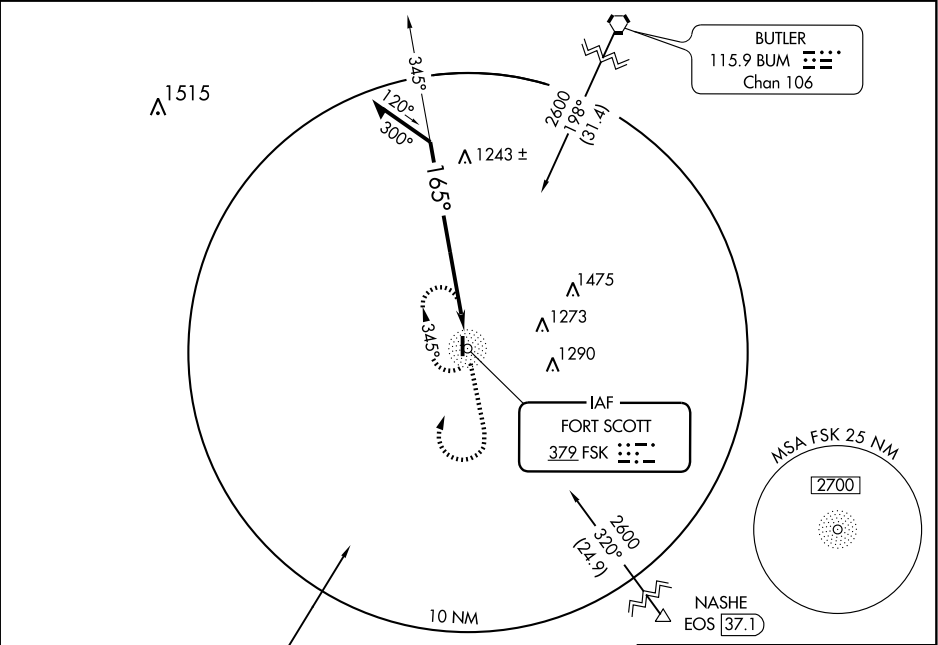
NDB FSK	APP CRS	Rwy Idg	4403
379	165°	TDZE	914
		Apt Elev	918

NDB RWY 18
FORT SCOTT MUNI (FSK)

If local altimeter setting not received, use Chanute altimeter setting and increase all MDAs 100 feet.
 NA Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2100 then climbing right turn to 2600 direct FSK NDB and hold.

AWOS-3 124.425	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF)
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REIL Rwy 18 and 36

MIRL Rwy 18-36

CATEGORY	A	B	C	D
S-18	1660-1 746 (800-1)	1660-1¼ 746 (800-1¼)	1660-2¼ 746 (800-2¼)	1660-2½ 746 (800-2½)
CIRCLING	1660-1 742 (800-1)	1660-1¼ 742 (800-1¼)	1660-2¼ 742 (800-2¼)	1660-2½ 742 (800-2½)

Knots	60	90	120	150	180
Min:Sec					

ELEV 918

TDZE 914

81

4403 X 75

36

165° to FSK NDB

0.3% Up

REIL Rwy 18 and 36

MIRL Rwy 18-36

Remain within 10 NM

2600

345°

165°

NDB

2100

2600

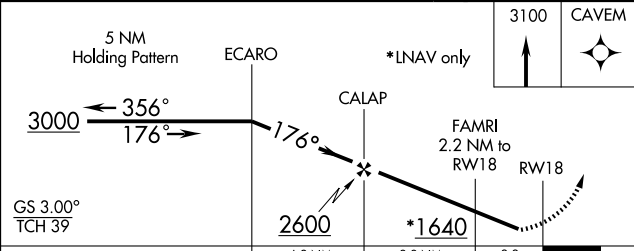
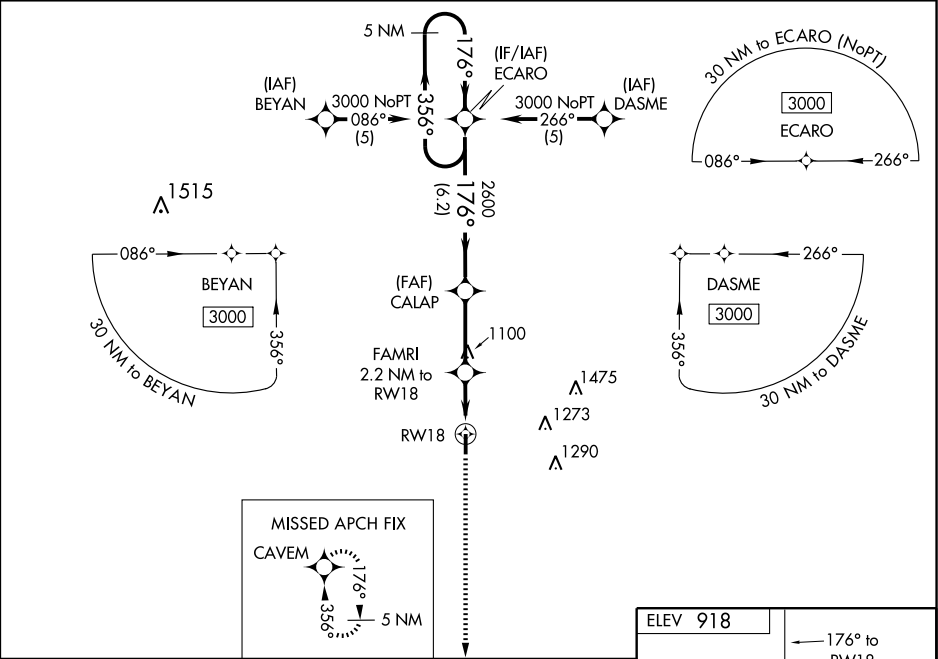
FSK 379

WAAS CH 50404 W18A	APP CRS 176°	Rwy Idg TDZE Apt Elev	4403 914 918
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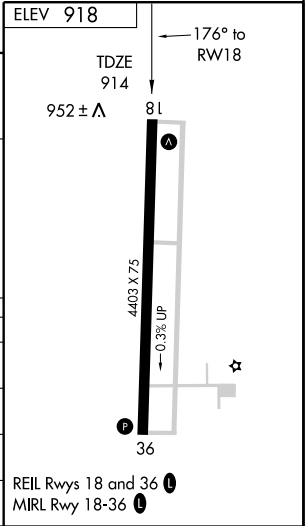
RNAV (GPS) RWY 18
FORT SCOTT MUNI (FSK)

<p>▼ If local altimeter setting not received, use Chanute altimeter setting and increase all DAs 93 feet and all MDAs 100 feet. BARO-VNAV NA when using Chanute altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 3100 direct CAVEM and hold.</p>
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AWOS-3 124.425	KANSAS CITY CENTER 125.55 327.0	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA		1164-1	250 (300-1)	
LNAV/VNAV DA		1212-1	298 (300-1)	
LNAV MDA		1220-1	306 (400-1)	
CIRCLING	1280-1 362 (400-1)	1380-1 462 (500-1)	1380-1½ 462 (500-1½)	1480-2 562 (600-2)



AIRPORT DIAGRAM

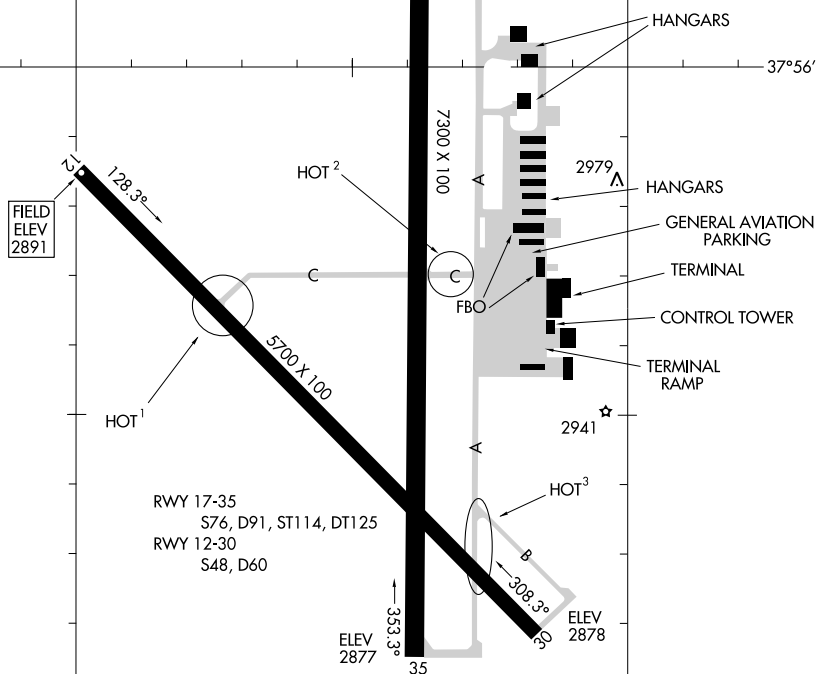
AL-491 (FAA)

 GARDEN CITY RGNL (GCK)
 GARDEN CITY, KANSAS


ASOS
 121.325
 GARDEN CITY TOWER ★
 118.15 254.4
 GND CON
 119.0

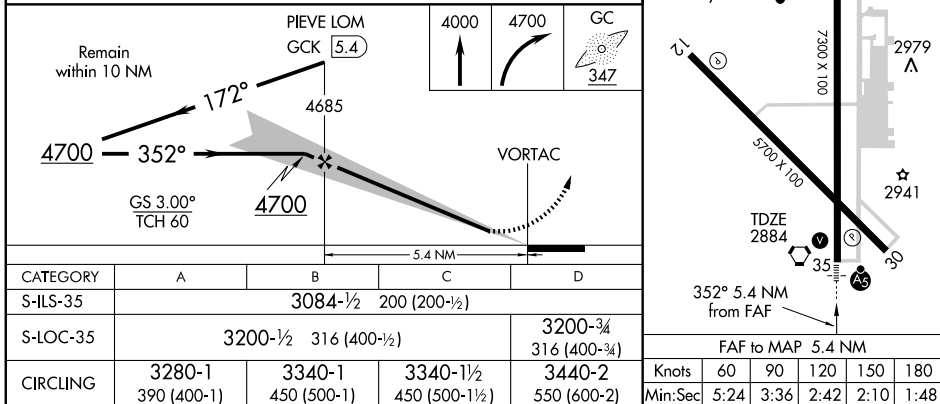
JANUARY 2005
 ANNUAL RATE OF CHANGE
 0.1°

VAR 7.2° E



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

T For inoperative MALS/R, increase S-LOC 35 Cat D visibility to 1 mile.		MALS/R 	MISSED APPROACH: Climb to 4000, then climbing right turn to 4700 direct PIVEE LOM and hold.		
ASOS 121.325	KANSAS CITY CENTER 125.2 269.4	GARDEN CITY TOWER* 118.15 (CTAF) 0 254.4		GND CON 119.0	UNICOM 122.95

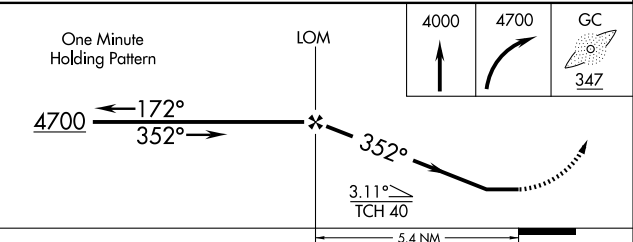
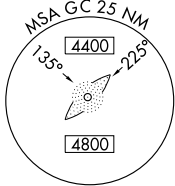
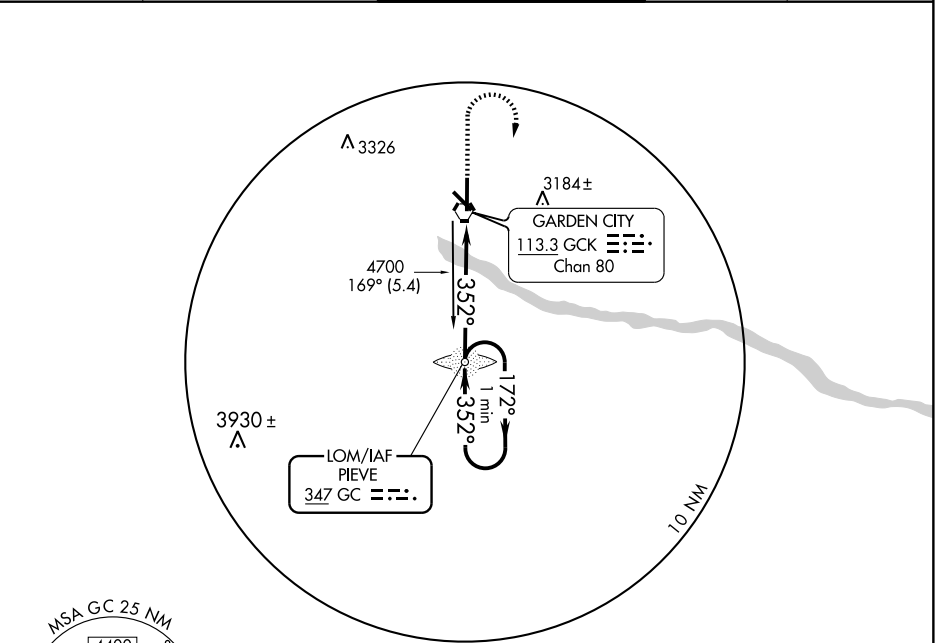


LOM GC 347	APP CRS 352°	Rwy Idg TDZE Apt Elev	7300 2884 2890
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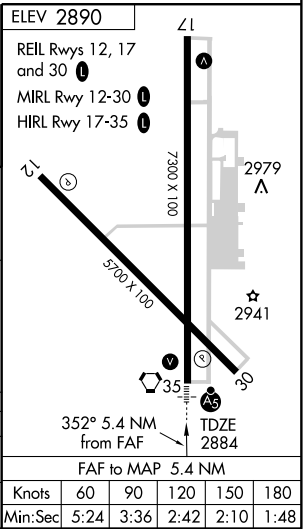
NDB RWY 35
GARDEN CITY RGNL (GCK)

Cat C S-35 visibility increased ¼ mile for inoperative MALS.	MALS	MISSED APPROACH: Climb to 4000, then climbing right turn to 4700 direct GC LOM and hold.
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ASOS 121.325	KANSAS CITY CENTER 125.2 269.4	GARDEN CITY TOWER ★ 118.15 (CTAF) 254.4	GND CON 119.0	UNICOM 122.95
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CATEGORY	A	B	C	D
S-35	3240-¾ 356 (400-¾)			3240-1 356 (400-1)
CIRCLING	3280-1 390 (400-1)	3340-1 450 (500-1)	3340-1½ 450 (500-1½)	3440-2 550 (600-2)



RNAV (GPS) RWY 12

GARDEN CITY RGNL (GCK)

WAAS CH 77803 W12A	APP CRS 126°	Rwy Idg TDZE Apt Elev	5700 2891 2891
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▼ If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA when using Dodge City Rgnl altimeter setting.

MISSED APPROACH: Climb to 4600 direct ORECA and hold.

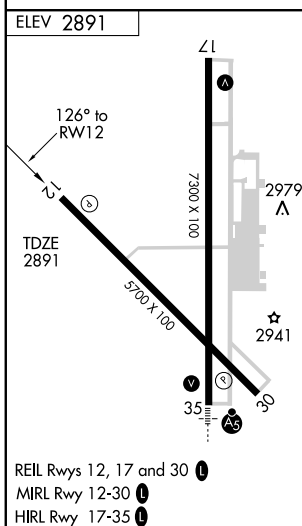
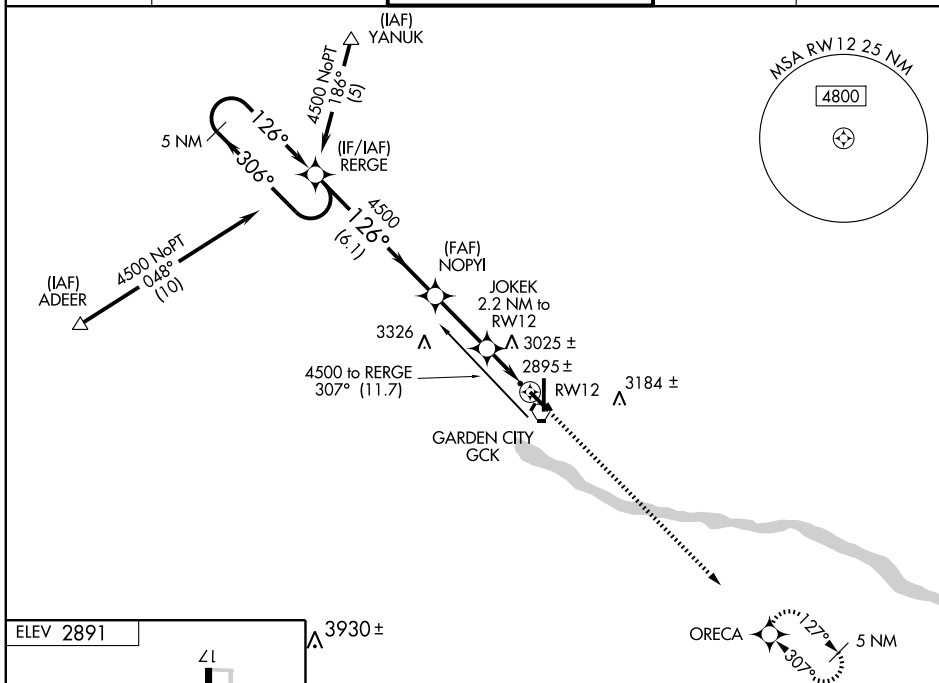
ASOS
121.325

KANSAS CITY CENTER
125.2 269.4

GARDEN CITY TOWER*
118.15 (CTAF) 0 254.4

GND CON
119.0

UNICOM
122.95

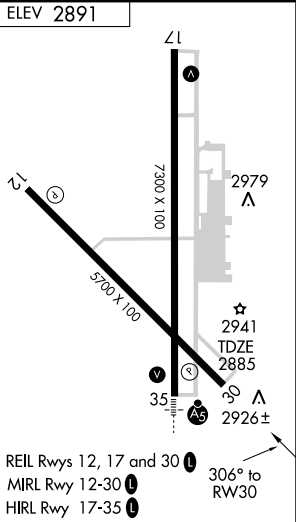
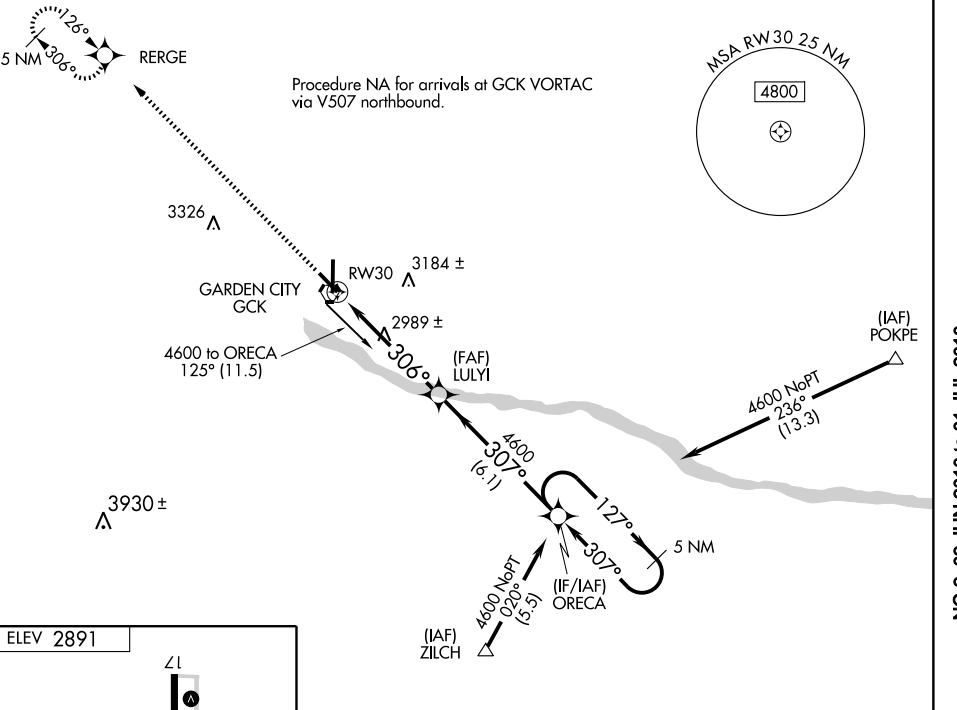


5 NM Holding Pattern		REERGE	NOPYI	JOKEK 2.2 NM to RW12	4600 ORECA
4500		306° 126°	126°	4500	*LNAV only
GS 3.00° TCH 47					
		6.1 NM	2.6 NM	1.1	1.1
CATEGORY	A	B	C	D	
LPV DA	3141-1		250 (300-1)		
LNAV/VNAV DA	3184-1		293 (300-1)		
LNAV MDA	3280-1		389 (400-1)		3280-1¼ 389 (400-1¼)
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)	

▼ If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

▲ MISSED APPROACH: Climb to 4500 direct RERGE and hold.

ASOS 121.325	KANSAS CITY CENTER 125.2 269.4	GARDEN CITY TOWER★ 118.15 (CTAF) 254.4	GND CON 119.0	UNICOM 122.95
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4500	↑	REERGE	★	5 NM	Holding Pattern
LULYI	307°	ORECA	127°	4600	GS 3.00° TCH 45
306°	4600	307°	307°	4600	
RW30	5.2 NM	6.1 NM			
CATEGORY	A	B	C	D	
LPV DA	3135-1	250 (300-1)			
LNAV/VNAV DA	3186-1	301 (300-1)			
LNAV MDA	3300-1	415 (500-1)	3300-1¼	415 (500-1¼)	
CIRCLING	3300-1 409 (500-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)	

WAAS CH 63103 W35A	APP CRS 351°	Rwy Idg TDZE 27300 Apt Elev 2885 2891
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RNAV (GPS) RWY 35

GARDEN CITY RGNL (GCK)

▼ Inoperative table does not apply to LNAV Cat D. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to 1. Baro-VNAV NA when using Dodge City Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all DAs 128 feet and all MDAs 140 feet. DME/DME RNP-0.3 NA. VDP NA when using Dodge City Rgnl altimeter setting.



MISSED APPROACH:
Climb to 4700 direct
WEMDI and hold.

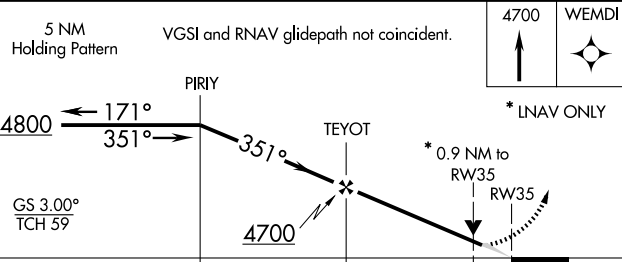
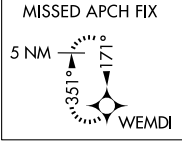
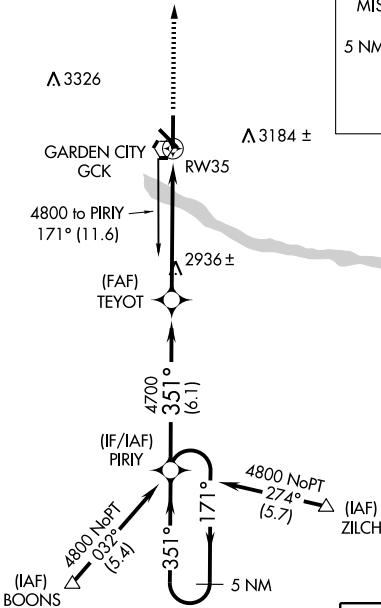
ASOS
121.325

KANSAS CITY CENTER
125.2 269.4

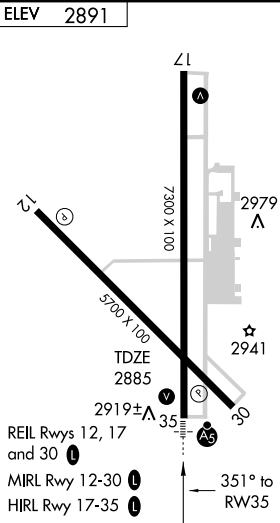
GARDEN CITY TOWER ★
118.15 (CTAF) 0 254.4

GND CON
119.0

UNICOM
122.95

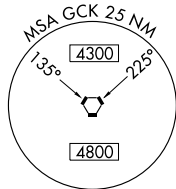
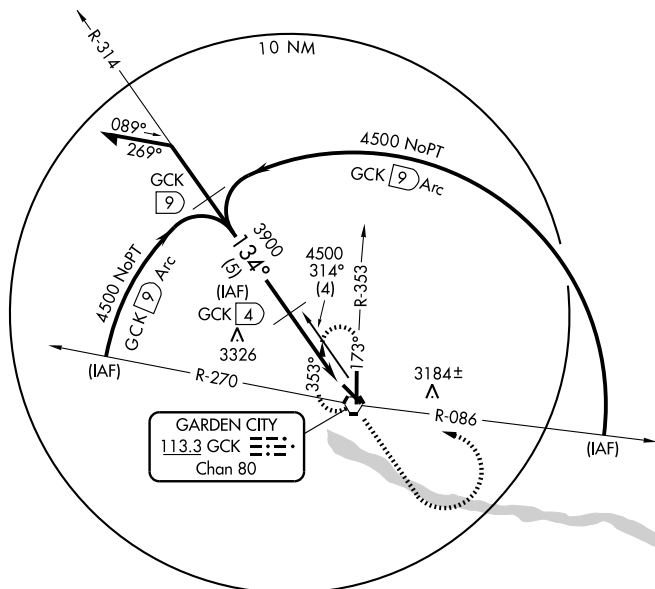
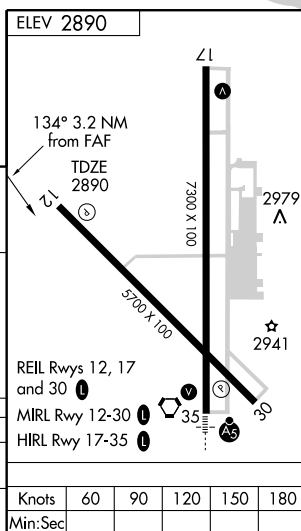


CATEGORY	A	B	C	D
LPV DA	3135-½ 250 (300-½)			
LNAV/VNAV DA	3169-½	284 (300-½)	3169-¾ 284 (300-¾)	
LNAV MDA	3200-½	315 (400-½)	3200-1 315 (400-1)	
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-½ 469 (500-½)	3460-2 569 (600-2)



VOR/DME RWY 12
GARDEN CITY RGNL (GCK)

MISSED APPROACH: Climb to 4000 then climbing left turn to 4500 direct GCK VORTAC and hold.

UNICOM
122.95
$$3930 \pm \Delta$$


NC-2. 03 JUN 2010 to 01 JUL 2010

Remain
within 10 NM

GCK 4

4000

4500

GCK

113.3

4500

10

VGSI and descent angles
not coincident.

GCK

0.8

!

TCH 40

CATEGORY	A	B	C	D
----------	---	---	---	---

S-12	3240-1 350 (400-1)	3240-1 1/4 350 (400-1 1/4)
------	--------------------	-------------------------------

CIRCLING	3280-1 390 (400-1)	3340-1 450 (500-1)	3340-1½ 450 (500-1½)	3440-2 550 (600-2)
----------	-----------------------	-----------------------	-------------------------	-----------------------

Knots	60	90	120	150	180
Min:Sec					

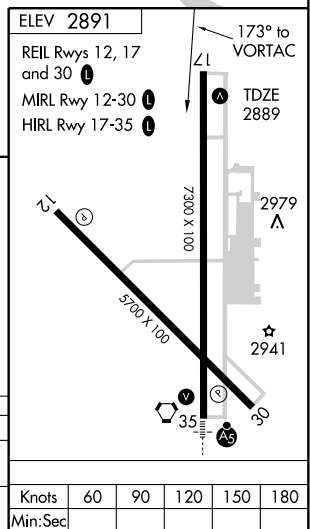
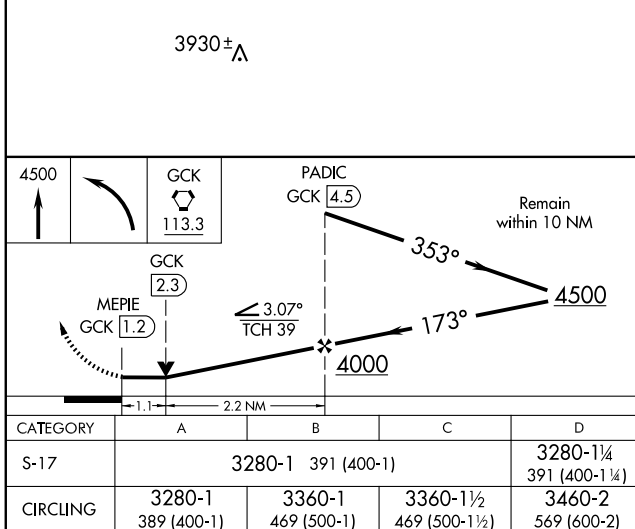
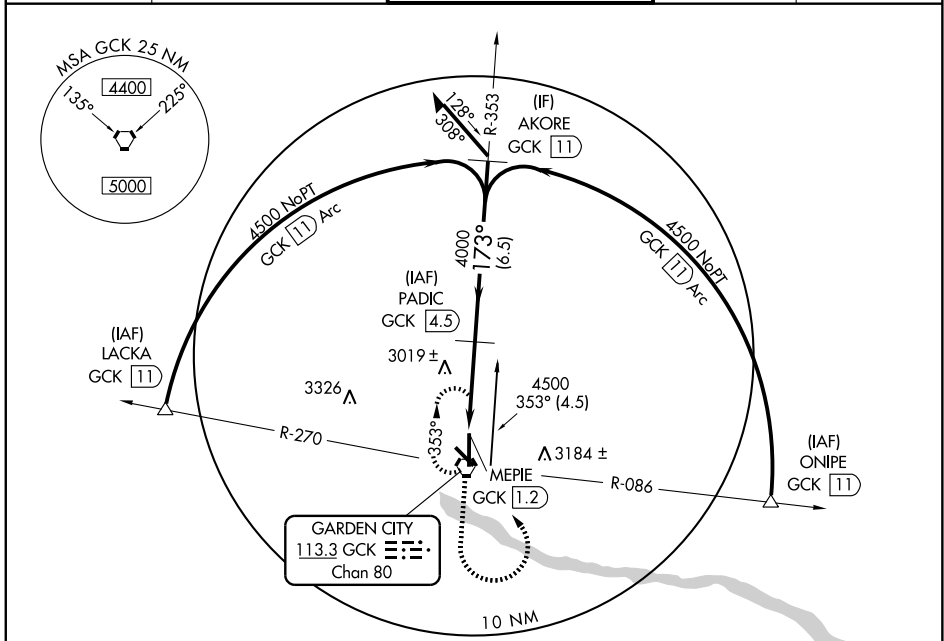
VORTAC GCK 113.3 Chan 80	APP CRS 173°	Rwy Idg TDZE Apt Elev 7300 2889 2891
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VOR/DME RWY 17

GARDEN CITY RGNL (GCK)

<p>▼ If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet.</p> <p>▲ VDP NA when using Dodge City altimeter setting.</p>	<p>MISSED APPROACH: Climb to 4500, then left turn direct GCK VORTAC and hold.</p>
--	---

ASOS 121.325	KANSAS CITY CENTER 125.2 269.4	GARDEN CITY TOWER★ 118.15 (CTAF) 0 254.4	GND CON 119.0	UNICOM 122.95
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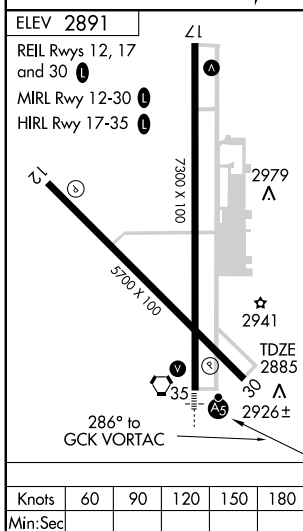
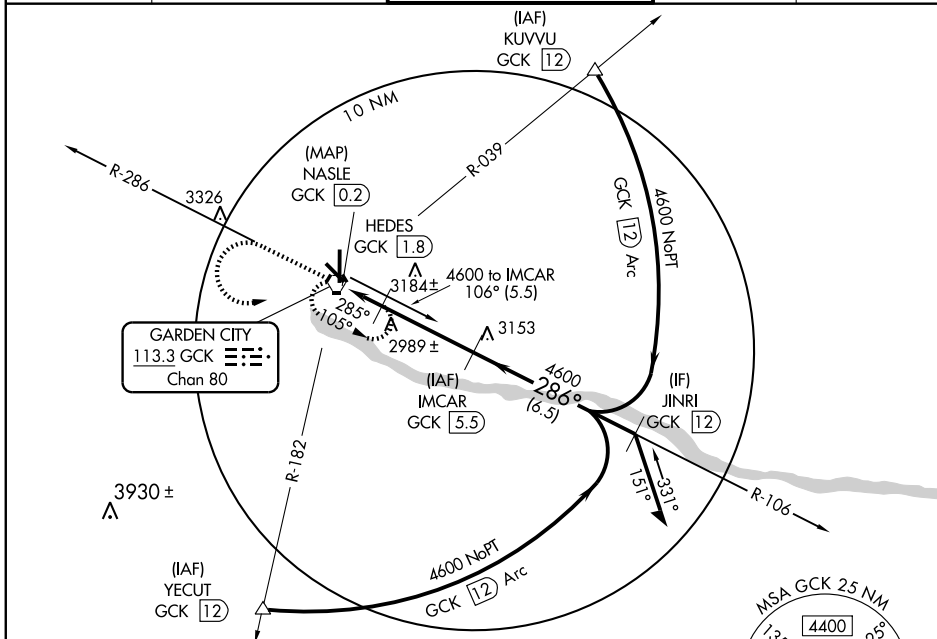
VORTAC GCK 113.3 Chan 80	APP CRS 286°	Rwy Idg TDZE Apt Elev	5700 2885 2891
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VOR/DME RWY 30

GARDEN CITY RGNL (GCK)

<p>▼ If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet.</p> <p>▲ Visibility reduction by helicopters NA.</p>	<p>MISSED APPROACH: Climb to 4000 then climbing left turn to 4600 direct GCK VORTAC and hold.</p>
--	---

ASOS 121.325	KANSAS CITY CENTER 125.2 269.4	GARDEN CITY TOWER ★ 118.15 (CTAF) 0 254.4	GND CON 119.0	UNICOM 122.95
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	4000	4600	GCK 113.3	IMCAR GCK [5.5]	Remain within 10 NM
			HEDES GCK [1.8]		
			NASLE GCK [0.2]		
			3440		
			1.6 NM	3.7 NM	
CATEGORY	A	B	C	D	
S-30	3240-1 355 (400-1)			3240-1¼ 355 (400-1¼)	
CIRCLING	3280-1 389 (400-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)	

VORTAC GCK 113.3 Chan 80	APP CRS 344°	Rwy Idg 7300 TDZE 2885 Apt Elev 2891
--	------------------------	---

VOR/DME RWY 35
GARDEN CITY RGNL (GCK)

▼ Inoperative table does not apply to S-35 Cat D visibility. If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet. VDP NA when using Dodge City Rgnl setting.

MALSR

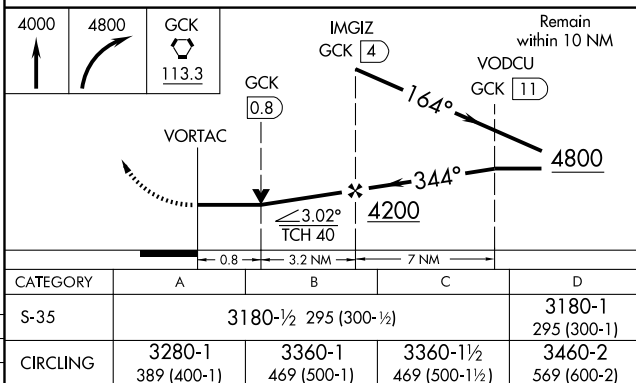
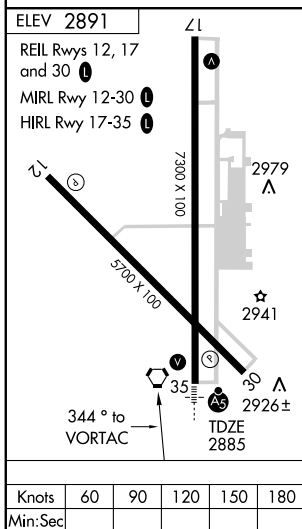
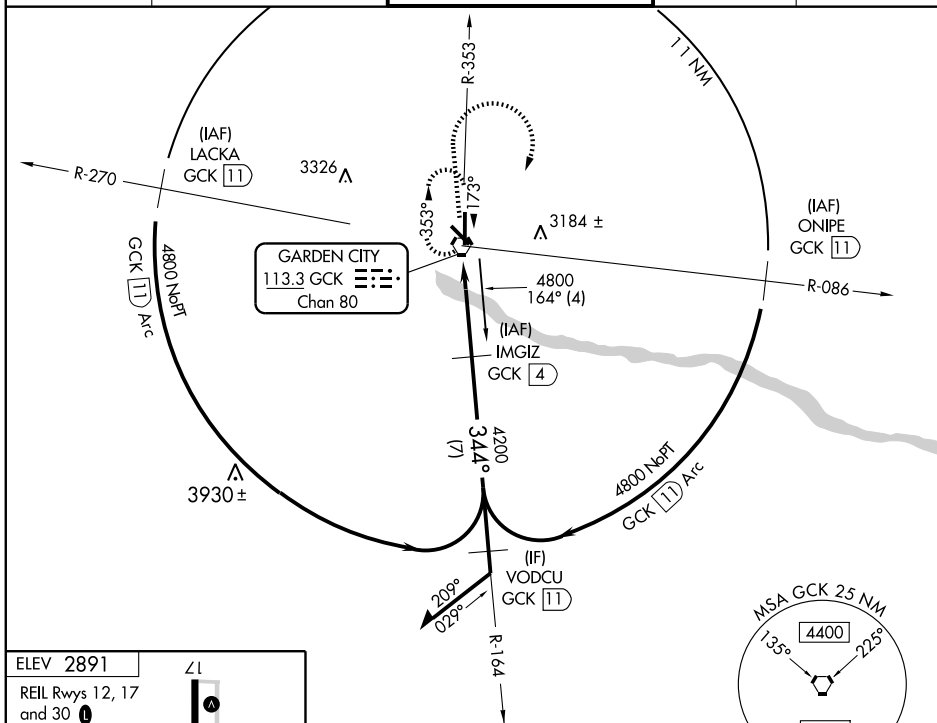
MISSED APPROACH: Climb to 4000, then climbing right turn to 4800 direct GCK VORTAC and hold.

ASOS
121.325

KANSAS CITY CENTER
125.2 269.4

GARDEN CITY TOWER★
118.15 (CTAF) 254.4

GND CON
119.0

UNICOM
122.95

VORTAC GCK	APP CRS	Rwy Idg	7300
113.3	173°	TDZE	2889
Chan 80		Apt Elev	2891

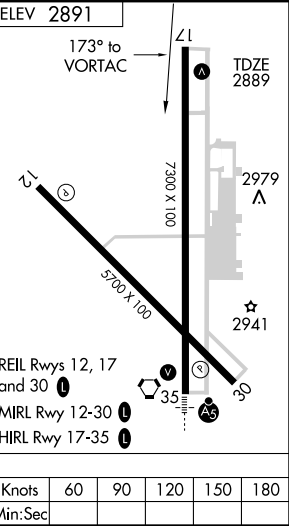
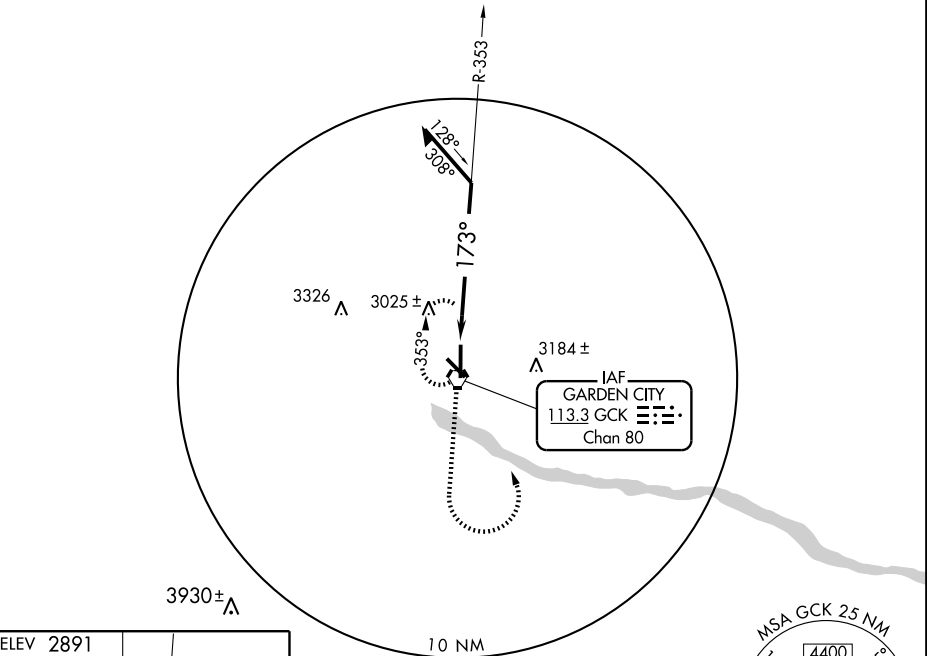
VOR RWY 17


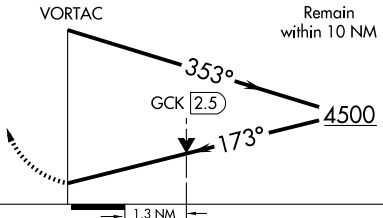
GARDEN CITY RGNL (GCK)

If local altimeter setting not received, use Dodge City Rgnl altimeter setting and increase all MDAs 140 feet. VDP NA when using Dodge City Rgnl altimeter setting.

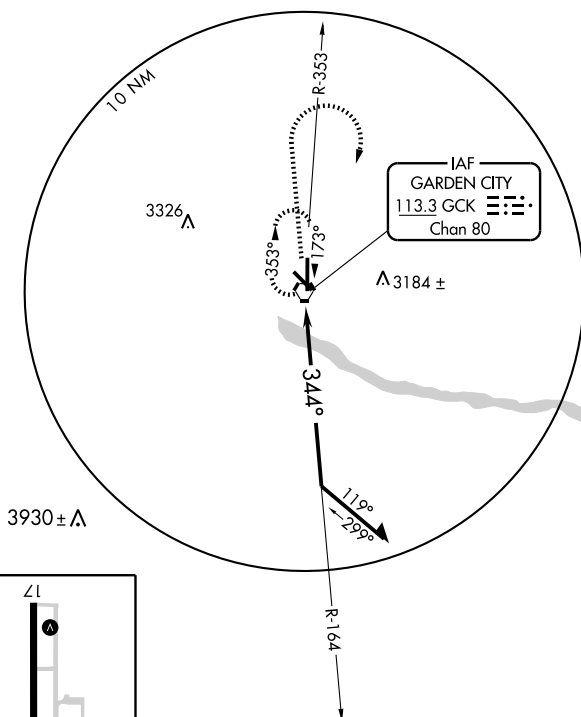
MISSED APPROACH: Climb to 4000, then climbing left turn to 4500 direct GCK VORTAC and hold.

ASOS	KANSAS CITY CENTER	GARDEN CITY TOWER*	GND CON	UNICOM
121.325	125.2 269.4	118.15 (CTAF) 254.4	119.0	122.95



4000 ↑		4500 ↙	GCK  113.3		
CATEGORY	A	B	C	D	
S-17	3340-1	451 (500-1)	3340-1¼ 451 (500-1¼)	3340-1½ 451 (500-1½)	
CIRCLING	3340-1 449 (500-1)	3360-1 469 (500-1)	3360-1½ 469 (500-1½)	3460-2 569 (600-2)	
Knots	60	90	120	150	180
Min:Sec					

MISSED APPROACH: Climb to 4000, then climbing right turn to 4700 direct GCK VORTAC and hold.

UNICOM
122.95




MSA GCK 25 NM

4300

135°

225°

4800

4000	4700	GCK
		
		<u>113.3</u>

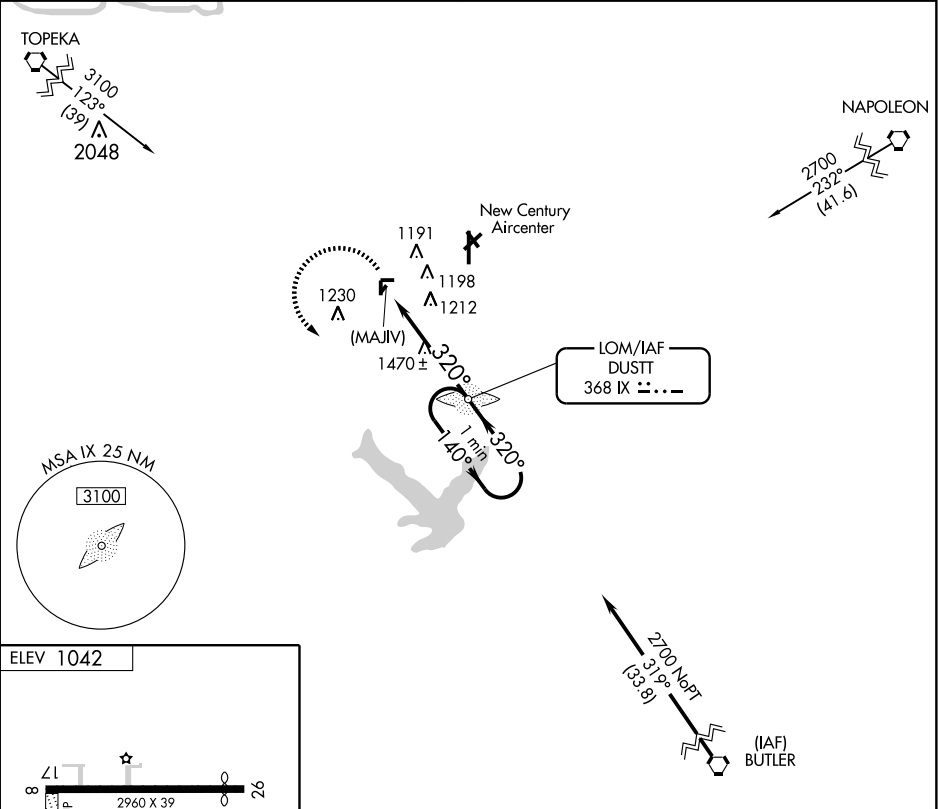
A diagram showing a VORTAC station. A line extends from the station at an angle of 164° to a point labeled 4700. The text "Remain within 10 NM" is written above the line.

[illegible]

NDB or GPS-D
GARDNER MUNI (K34)

LOM IX 368	APP CRS 320°	Rwy Idg TDZE Apt Elev 1042	N/A N/A 1042
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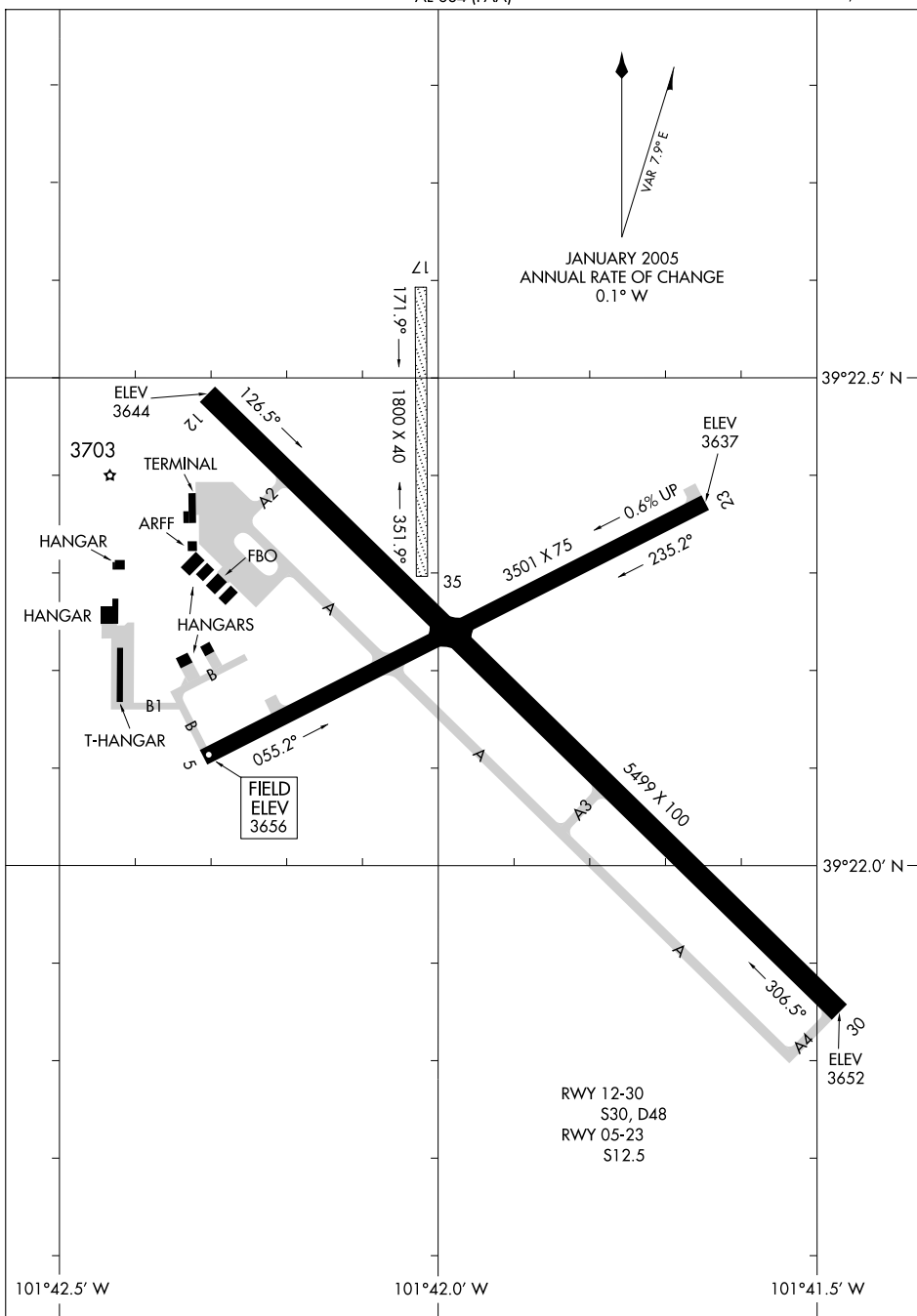
<p>▼ Use New Century Aircenter altimeter setting; if not received, use Charles B. Wheeler Downtown Airport altimeter setting.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climbing left turn to 2700 direct IX LOM and hold.</p>
<p>KANSAS CITY APP CON 118.9 294.7</p>	<p>UNICOM 122.8 (CTAF) 0</p>



NC-2, 03 JUN 2010 to 01 JUL 2010

AIRPORT DIAGRAM

GOODLAND/ RENNER FIELD/ GOODLAND MUNI (GLD)
AL-684 (FAA) GOODLAND, KANSAS



NC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-GLD 108.9 Chan 26	APP CRS 305°	Rwy Idg 5499 TDZE 3652 Apt Elev 3656
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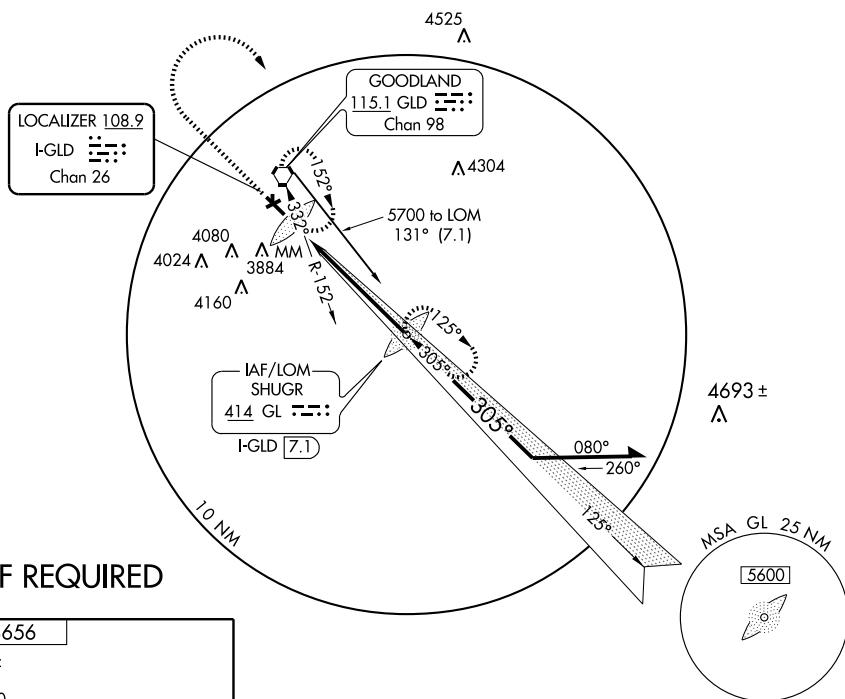
ILS or LOC RWY 30

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

T Circling not authorized south of runways 5 and 30. ADF required.

MALSR

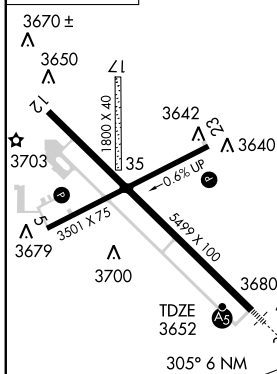
MISSED APPROACH: Climb to 4500, then climbing right turn to 5700 direct SHUGR LOM and hold.

ASOS
121.025DENVER CENTER
132.5 379.15UNICOM
122.95 (CTAF) **L**

ADF REQUIRED

NC-2. 03 JUN 2010 to 01 JUL 2010

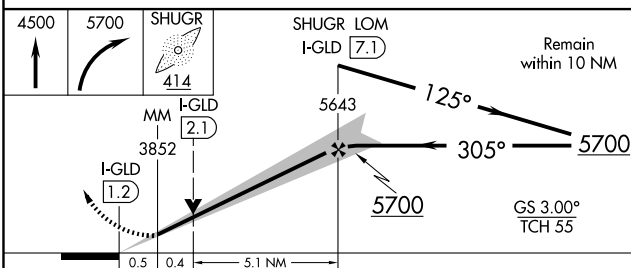
ELEV 3656

REIL Rwy 12 **L** from IMIRL Rwy 5-23 and 12-30 **L**

FAF: 4446 6 NIM

FAF to MAP 6 NM				
16	12	22	122	

Knots	60	90	120	150



CATEGORY	A	B	C	D
S-ILS-30	3852-½	200 (200-½)	NA	
S-LOC-30	4020-½	368 (400-½)	NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

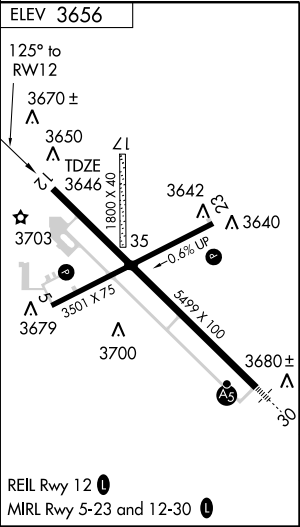
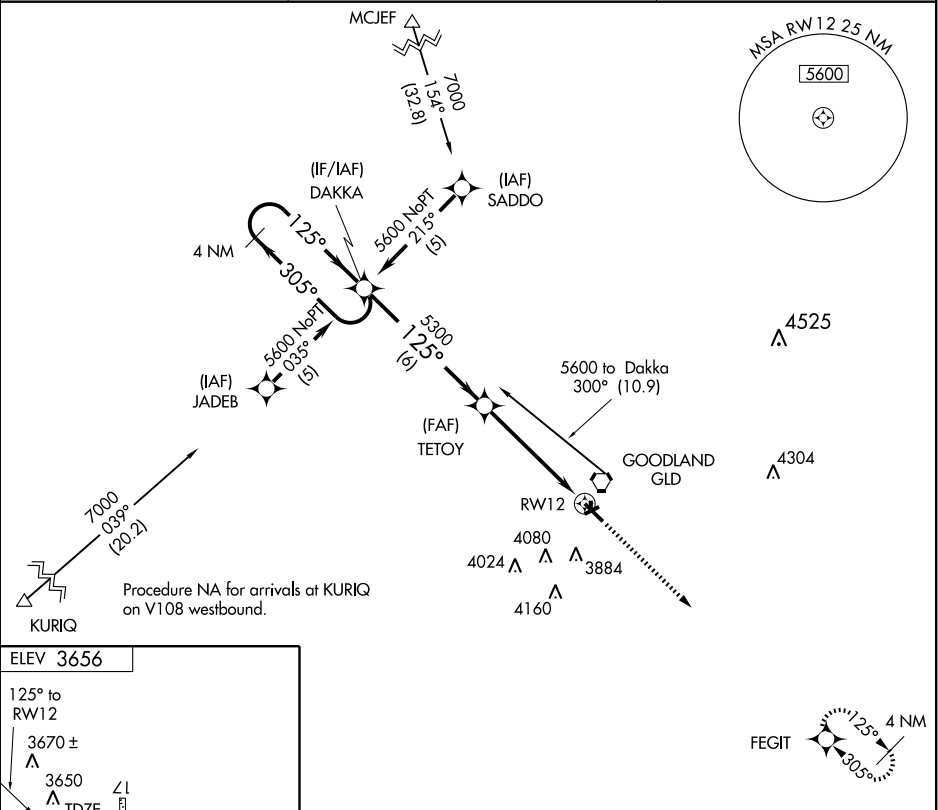
APP CRS	Rwy Idg	5499
125°	TDZE	3646
	Apt Elev	3656

RNAV (GPS) RWY 12

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 5700 direct FEGIT WP and hold.
NA Circling not authorized south of runways 5 and 30.	

ASOS 121.025	DENVER CENTER 132.5 379.15	UNICOM 122.95 (CTAF)
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4 NM Holding Pattern				5700	FEGIT
5600 ← 305° 125° →				↑	
DAKKA				TETOY	
5300				RW12	
6 NM				5 NM	
CATEGORY	A	B	C	D	
RNAV MDA	4080-1	434 (500-1)	NA		
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA		

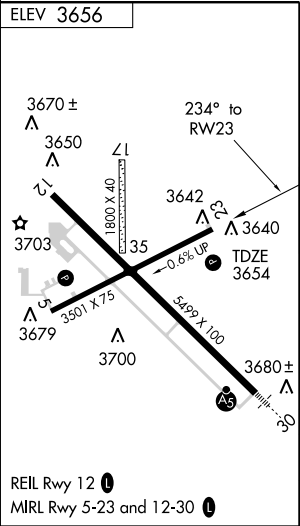
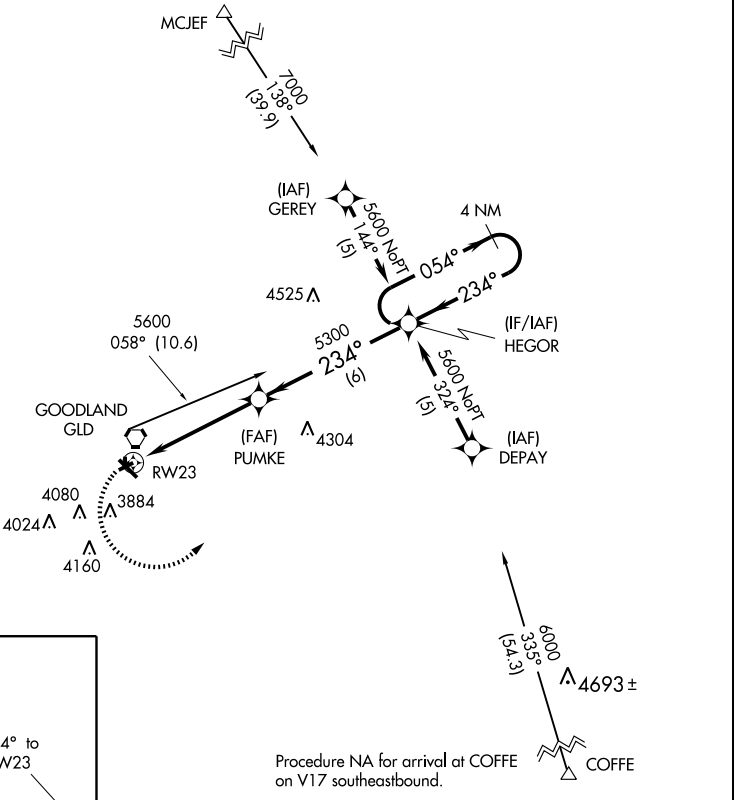
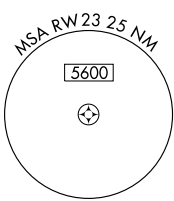
APP CRS	Rwy Idg	3501
234°	TDZE	3654
	Apt Elev	3656

RNAV (GPS) RWY 23

GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

<p>V GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</p> <p>Δ NA Circling not authorized south of runways 5 and 30.</p> <p>Procedure NA at night.</p>	<p>MISSED APPROACH: Climbing left turn to 5600 direct HEGOR WP and hold.</p>
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ASOS 121.025	DENVER CENTER 132.5 379.15	UNICOM 122.95 (CTAF) 0
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Procedure NA for arrival at COFFE on V17 southeastbound.				
CATEGORY	A	B	C	D
LNNAV MDA	4060-1	406 (500-1)	NA	
CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	

✈

NA

Circling not authorized south of runways 5 and 30.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
BARO-VNAV NA below -22°C (-7°F).

MALS

AS

5

MISSED APPROACH: Climb to 5600 direct DAKKA WP and hold.

ASOS 121.025	DENVER CENTER 132.5 379.15	UNICOM 122.95 (CTAF) 0
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ELEV 3656	5600	DAKKA	4 NM Holding Pattern			
3670 ± 3650 3642 3640 3703 3679 3700 3680 ± TDZE 3652 305° to RWY 30 REIL Rwy 12 MIRL Rwy 5-23 and 12-30		* 1 NM to RWY 30 RWY 30 * LNAV only.		GENEC FEGIT 125° 305° 5700 GS 3.00° TCH 55		
		1 NM		5.2 NM		
		5 NM				
CATEGORY		A		B		
GLS PA DA		NA		NA		
LNAV/VNAV DA		3940-½ 288 (300-½)		NA		
LNAV MDA		4020-½ 368 (400-½)		NA		
CIRCLING		4080-1 424 (500-1)		4120-1 464 (500-1)		
				NA		

NC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC GLD 115.1 Chan 98	APP CRS 330°	Rwy Idg 5499 TDZE 3652 Apt Elev 3656
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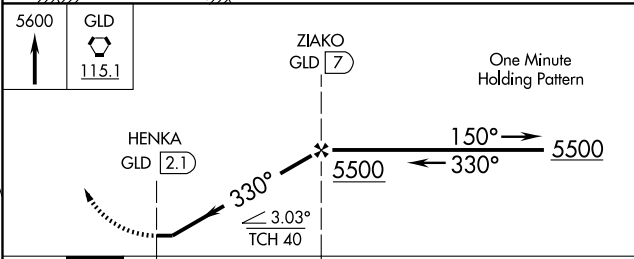
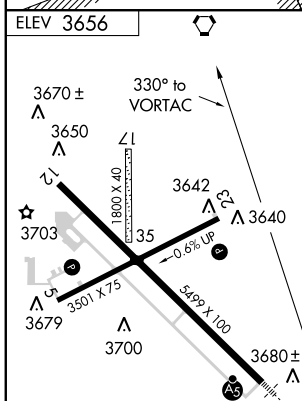
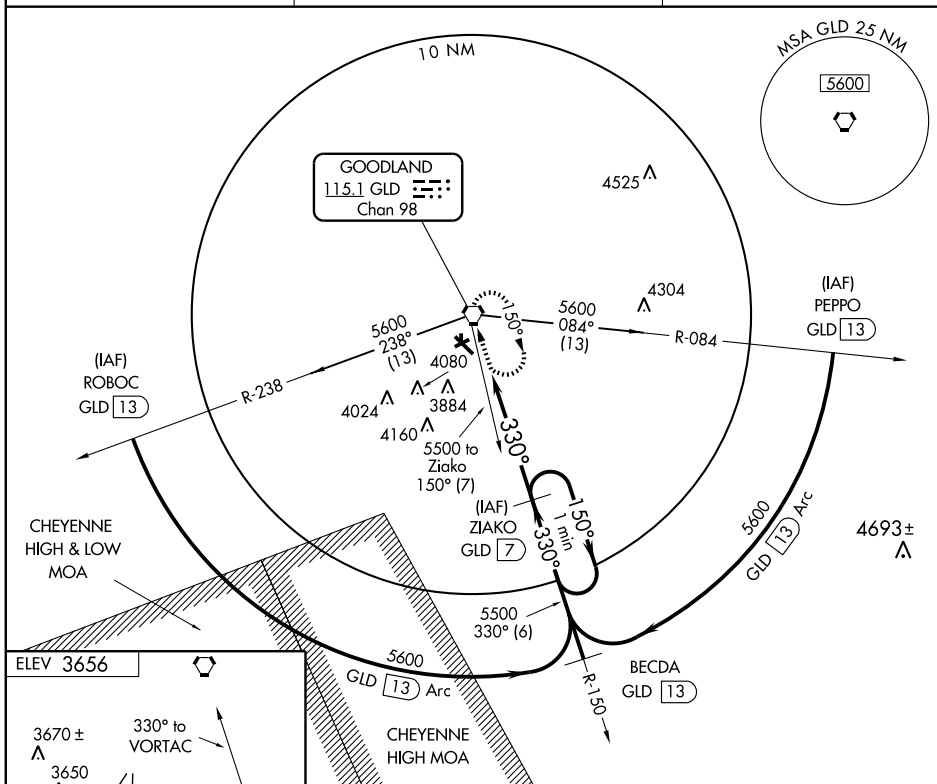
VOR/DME RWY 30


GOODLAND/RENNER FIELD/GOODLAND MUNI (GLD)

T Circling not authorized south of runways 5 and 30.

MALSR

MISSED APPROACH: Climb to 5600 direct GLD VORTAC and hold.

ASOS
121.025DENVER CENTER
132.5 379.15UNICOM
122.95 (CTAF) **L**

REIL Rwy 12 (1) MIRL Rwy 5-23 and 12-30 (1)						TDZE 3652				
						CATEGORY	A	B	C	D
						S-30	4040-1/2 388 (400-1/2)		NA	
						CIRCLING	4080-1 424 (500-1)	4120-1 464 (500-1)	NA	
Knots	60	90	120	150	180					
Min:Sec										

VOR RWY 30

VORTAC GLD 115.1 Chan 98	APP CRS 332°	Rwy Idg TDZE Apt Elev	5499 3652 3656
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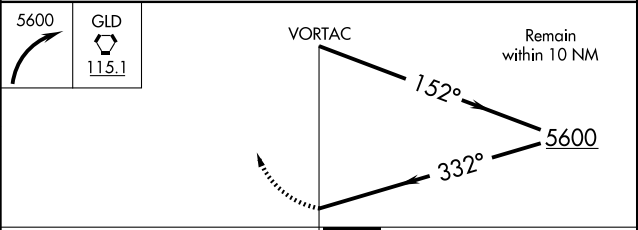
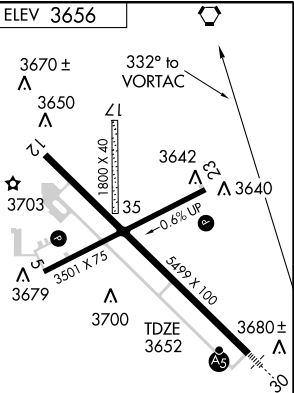
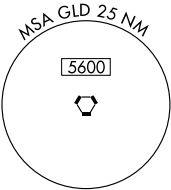
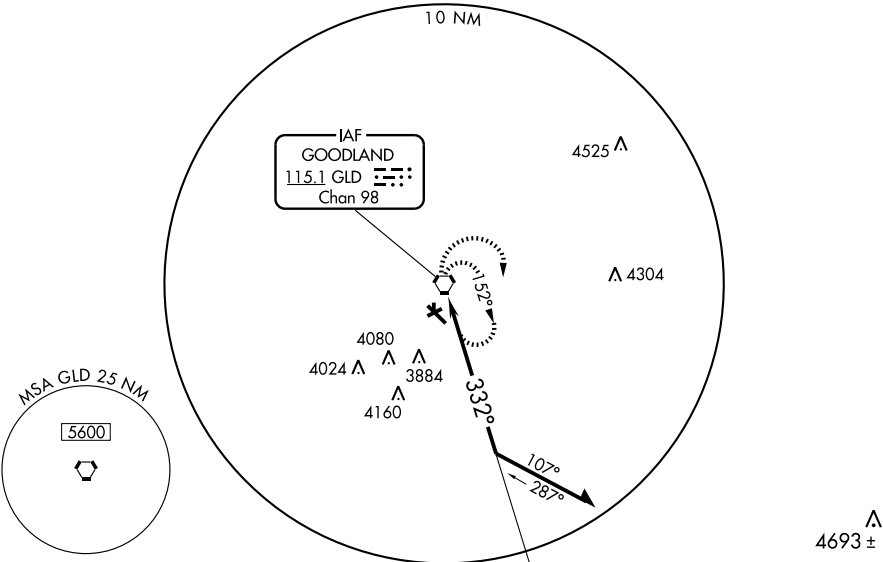
GOODLAND/ RENNER FIELD/GOODLAND MUNI (GLD)

⚠ Circling not authorized south of runways 5 and 30.



MISSED APPROACH: Climbing right turn to 5600 in GLD VORTAC holding pattern.

ASOS 121.025	DENVER CENTER 132.5 379.15	UNICOM 122.95 (CTAF) 0
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REIL Rwy 12 0	MIRL Rwy 5-23 and 12-30 0	CATEGORY	A	B	C	D
		S-30	4160-½	508 (600-½)	NA	
		CIRCLING	4160-1	504 (600-1)	NA	
Knots	60	90	120	150	180	
Min:Sec						

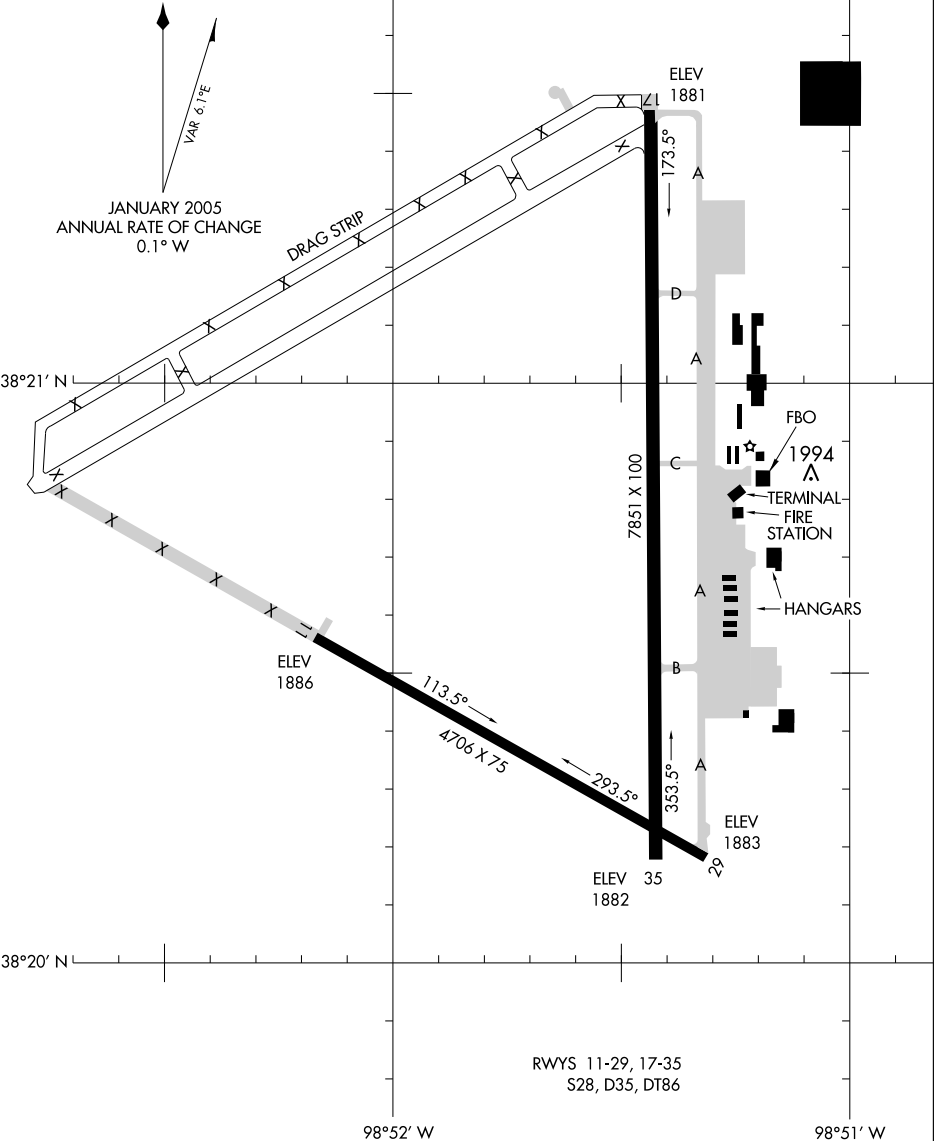
AIRPORT DIAGRAM

AL-175 (FAA)

GREAT BEND MUNI (GBD)
GREAT BEND, KANSAS

AWOS-3
119.275
CTAF/UNICOM
122.8

FIELD
ELEV
1887

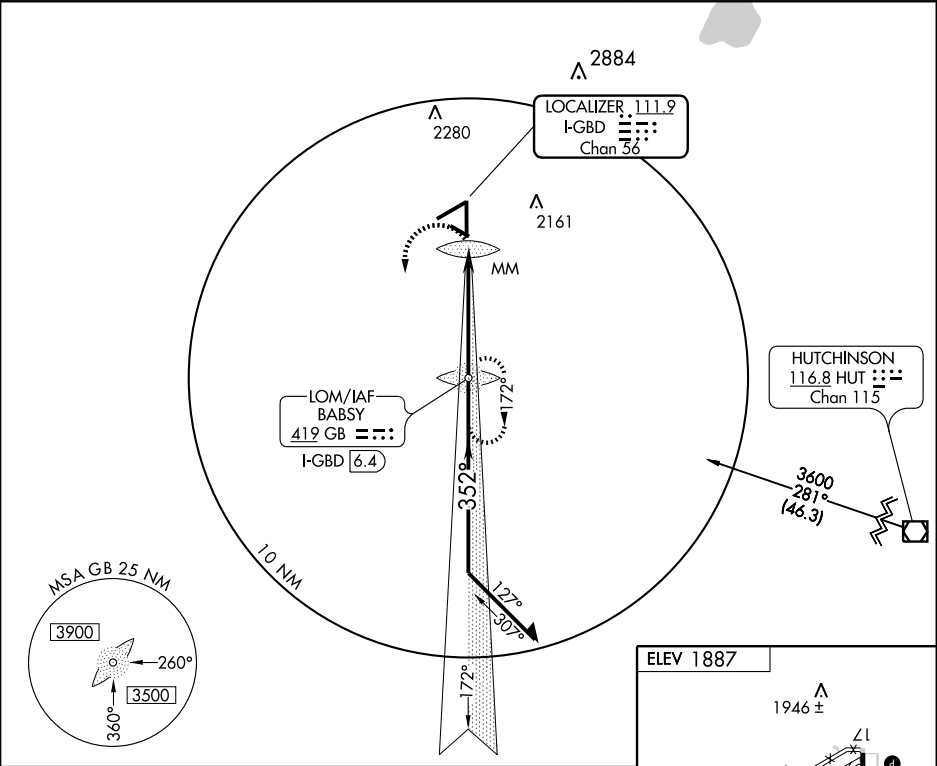


LOC I-GBD 111.9 Chan 56	APP CRS 352°	Rwy Idg TDZE Apt Elev	7851 1883 1887
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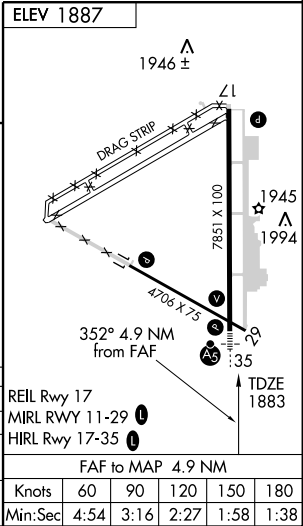
ILS OR LOC RWY 35
GREAT BEND MUNI (GBD)

AFD Required.	MALS 	MISSED APPROACH: Climbing left turn to 3600 direct GB LOM and hold.
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AWOS-3 119.275	KANSAS CITY CENTER 118.8 337.4	UNICOM 122.8 (CTAF) 1
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3600	GB	419	BABSY LOM I-GBD 6.4	Remain within 10 NM
3600	MM	I-GBD 1.5	3572	172°
3600	GS 3.00° TCH 49	352°	3600	
CATEGORY	A	B	C	D
S-ILS 35	2083-1/2	200 (200-1/2)		
S-LOC 35	2240-1/2	357 (400-1/2)	2240-3/4	357 (400-3/4)
CIRCLING	2300-1 413 (500-1)	2340-1 453 (500-1)	2340-1 1/2 453 (500-1 1/2)	2460-2 573 (600-2)

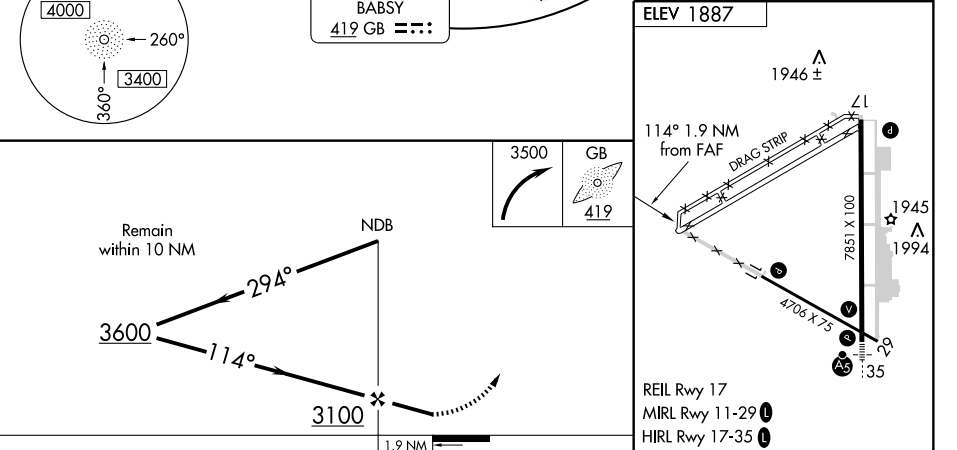
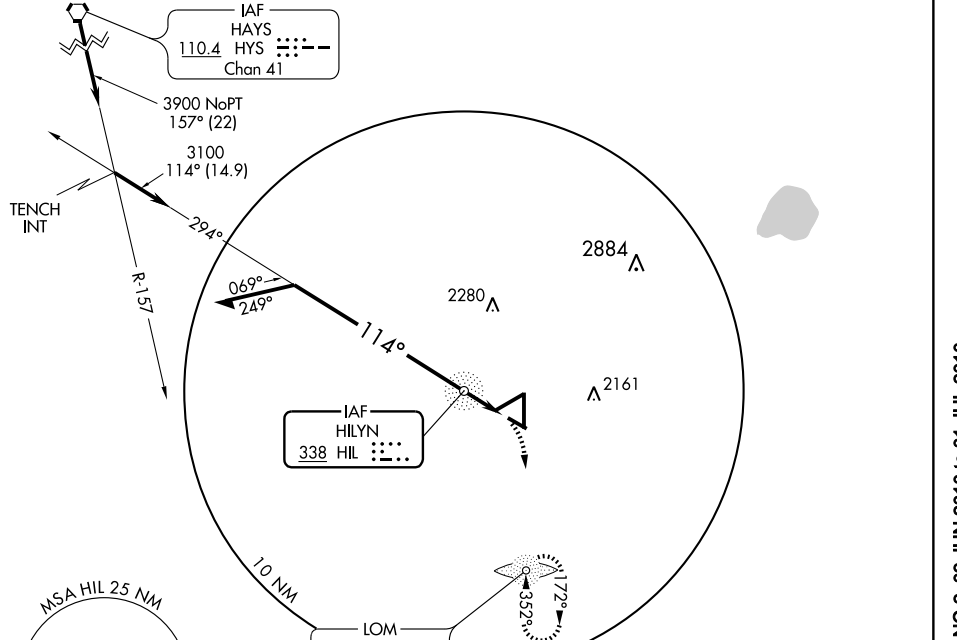


MISSED APPROACH: Climbing right turn to 3500 direct BABSY LOM and hold.

AWOS-3
119.275

KANSAS CITY CENTER
118.8 337.4

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D	FAF to MAP 1.9 NM					
CIRCLING	2360-1	2360-1	2360-1½	2500-2	Knots	60	90	120	150	180
	473 (500-1)	473 (500-1)	473 (500-1½)	613 (700-2)	Min:Sec	1:54	1:16	0:57	0:46	0:38

NC-2. 03 JUN 2010 to 01 JUL 2010

NDB RWY 35
GREAT BEND MUNI (GBD)

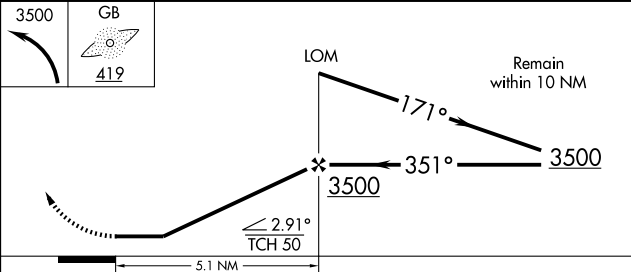
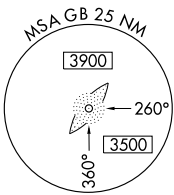
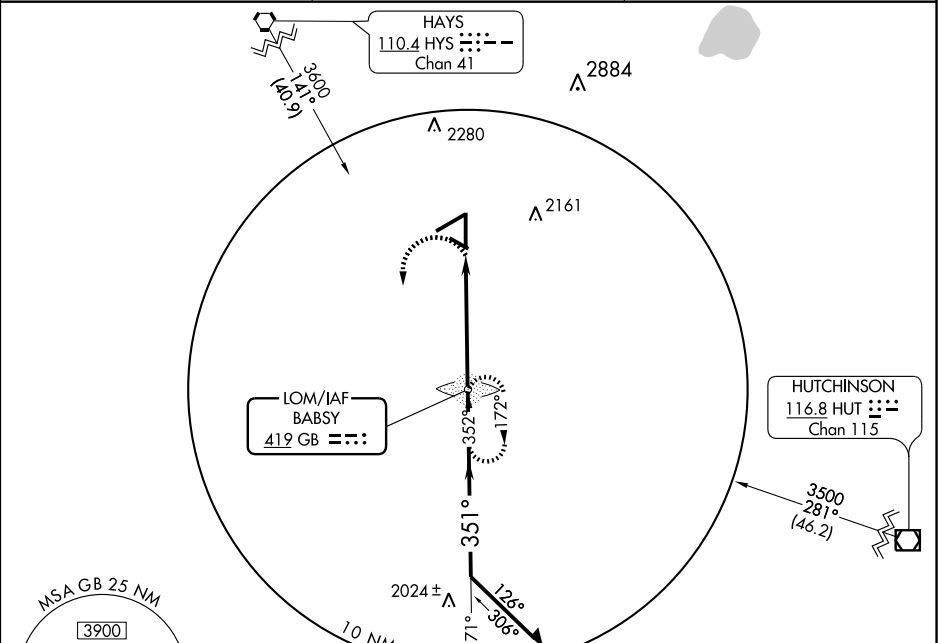
LOM GB 419	APP CRS 351°	Rwy Idg TDZE Apt Elev	7851 1883 1887
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When local altimeter setting not received use Russell Muni altimeter setting and increase all MDA 80 feet and increase S-35 Cat C/D and circling Cat D visibility ¼ mile.

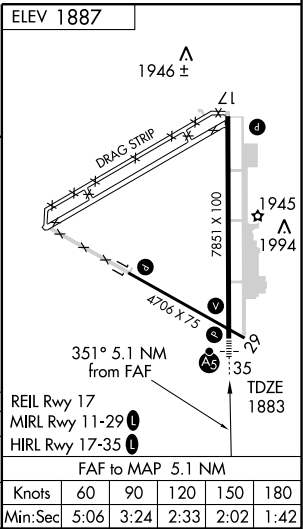
MALSR

MISSED APPROACH: Climbing left turn to 3500 direct GB LOM and hold.

AWOS-3 119.275	KANSAS CITY CENTER 118.8 337.4	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-35	2340-¾	457 (500-¾)		2340-1¼ 457 (500-1¼)
CIRCLING	2340-1 453 (500-1)		2340-1½ 453 (500-1½)	2500-2 613 (700-2)



WAAS CH 70617 W17A	APP CRS 172°	Rwy Idg TDZE Apt Elev 7851 1884 1887
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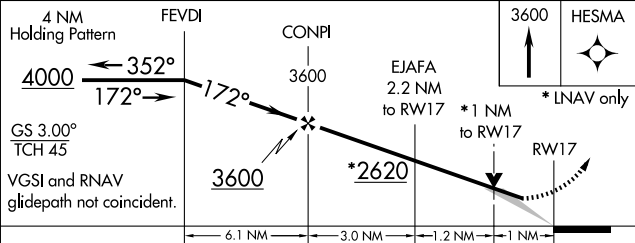
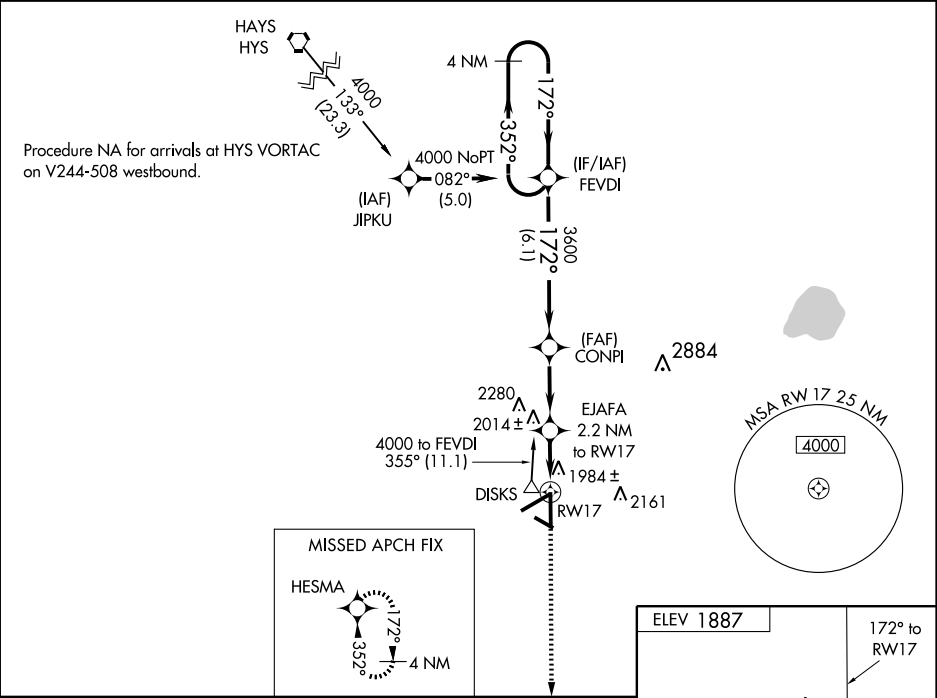
RNAV (GPS) RWY 17
GREAT BEND MUNI (GBD)

▼ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Russell Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C and D visibility ¼ mile. VDP NA with Russell Muni altimeter setting.

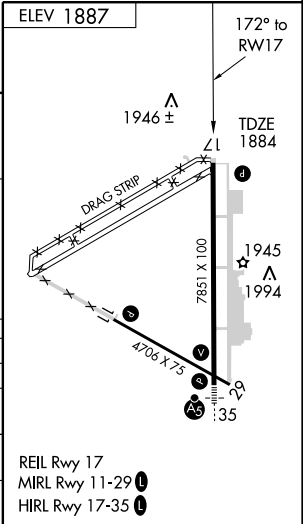
▲ Baro-VNAV NA when using Russell Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).

MISSED APPROACH:
Climb to 3600 direct HESMA and hold.

AWOS-3 119.275	KANSAS CITY CENTER 118.8 337.4	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		2084-¾	200 (200-¾)	
LNAV/VNAV DA		2282-1½	398 (400-1½)	
LNAV MDA	2280-1	396 (400-1)		2280-1¼ 396 (400-1¼)
CIRCLING	2300-1 413 (500-1)	2340-1 453 (500-1)	2340-1½ 453 (500-1½)	2440-2 553 (600-2)



REIL Rwy 17
MIRL Rwy 11-29
HIRL Rwy 17-35

WAAS CH 65710 W35A	APP CRS 352°	Rwy Idg 7851 TDZE 1883 Apt Elev 1887
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RNAV (GPS) RWY 35

GREAT BEND MUNI (GBD)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0.0°F) or above 45°C (113°F). DME/VDP RNP-0.3 NA. When local altimeter setting not received, use Russell Muni altimeter setting and increase all DA 77 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cat C and circling Cat D visibility ¼ mile. ▲ For inoperative MALSR increase LPV all Cats visibility to 1 mile. For inoperative MALSR when using Russell Muni altimeter setting increase LPV all Cats and LNAV Cat D visibility to 1½ mile. Baro-VNAV and VDP NA when using Russell Muni altimeter setting. Inoperative table does not apply to LNAV Cat D.

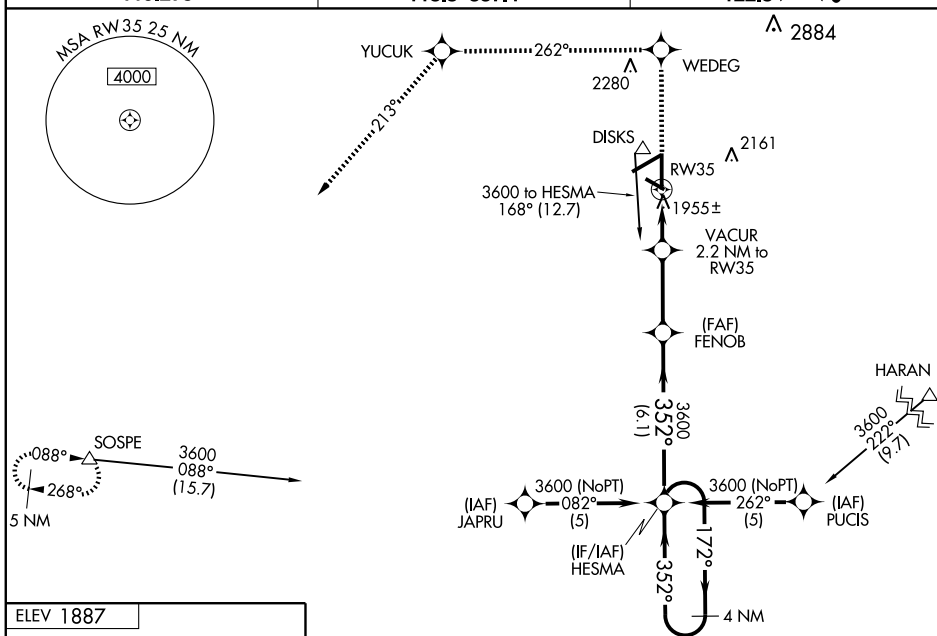
MALSR



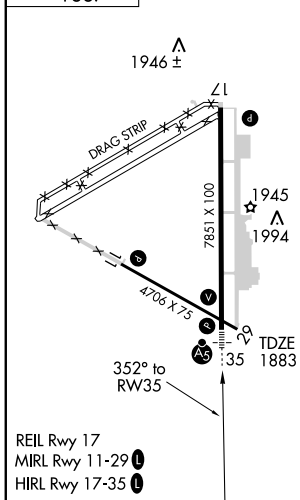
MISSED APPROACH: Climb to 4500 direct WEDEG and via 262° track to YUCUK then via 213° track to SOSPE and hold.

AWOS-3
119.275

KANSAS CITY CENTER
118.8 337.4

UNICOM
122.8 (CTAF) **L**

ELEV 1887

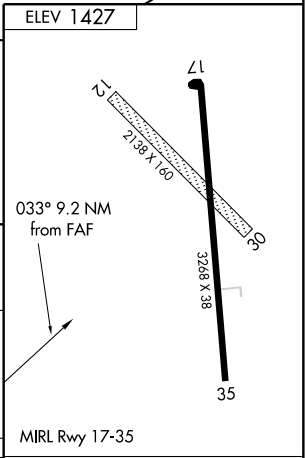
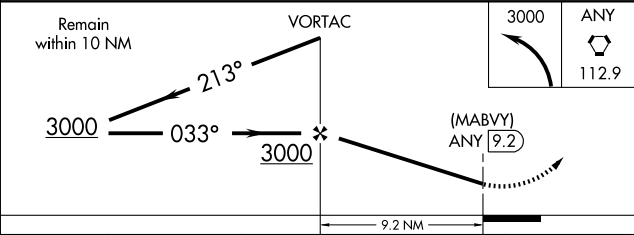
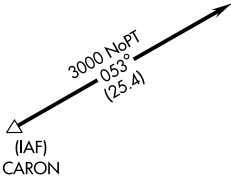
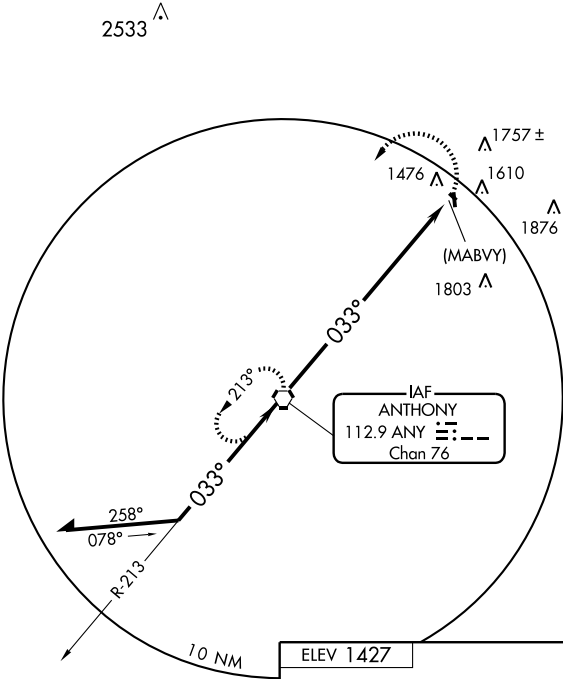
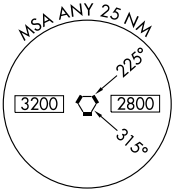


4500 ↑	WEDEG ✱	262° TRK ✱	YUCUK ✱	213° TRK △	SOSPE
<p>*LNAV only</p> <p>VACUR *2.2 NM to RW35</p> <p>FENOB</p> <p>HESMA</p> <p>4 NM Holding Pattern</p> <p>172° → 3600 ← 352°</p> <p>*0.9 NM to RW35</p> <p>RW35</p> <p>*2620</p> <p>GS 3.00° TCH 49</p> <p>0.9 1.3 3 NM 6.1 NM</p>					
CATEGORY	A		B	C	D
LPV DA	2171-½		288 (300-½)		
LNAV/ VNAV DA	2222-¾		339 (400-¾)		
LNAV MDA	2220-½		337 (400-½)		2220-1 337 (400-1)
CIRCLING	2300-1 413 (500-1)	2340-1 453 (500-1)	2340-1½ 453 (500-1½)		2500-2 613 (700-2)

VOR or GPS-B
HARPER MUNI (8K2)

VORTAC ANY 112.9 Chan 76	APP CRS 033°	Rwy Idg TDZE Apt Elev 1427	N/A N/A 1427
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NA Use Wichita altimeter setting.	MISSED APPROACH: Climbing left turn to 3000 direct ANY VORTAC and hold
KANSAS CITY CENTER 118.35 344.8	CTAF 122.9



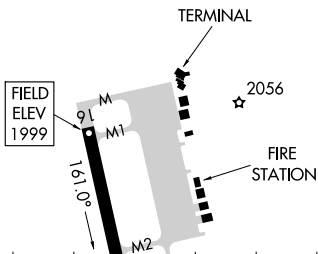
CATEGORY	A	B	C	D	FAF to MAP 9.2 NM					
CIRCLING	2060-1 633 (700-1)		2060-1¾ 633 (700-1¾)	NA	Knots	60	90	120	150	180
					Min:Sec	9:12	6:08	4:36	3:41	3:04

AIRPORT DIAGRAM

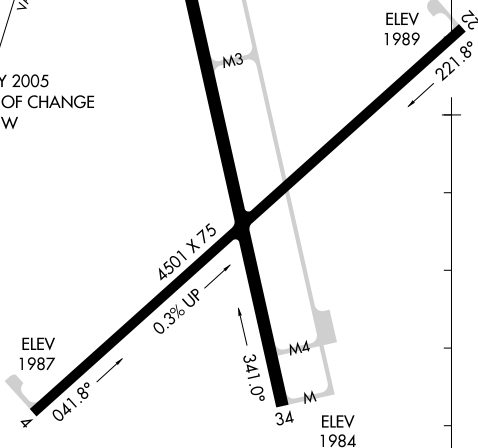
AL-5440 (FAA)

HAYS RGNL (HYS)
HAYS, KANSAS

AWOS-3
125.525
CTAF/UNICOM
122.8



VAR 64° E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W



RWY 04-22
S12.5, D12.5
RWY 16-34
S28, D48, DT86

99° 17' N

99° 16' N

38° 51' W

38° 50' W

GPS RWY 16
HAYS RGNL (HYS)

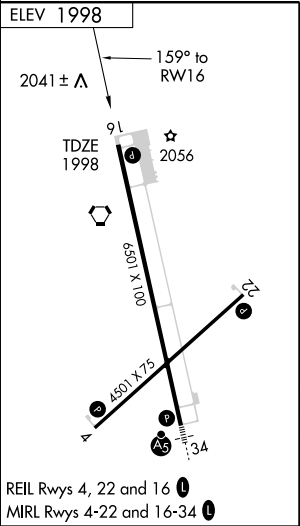
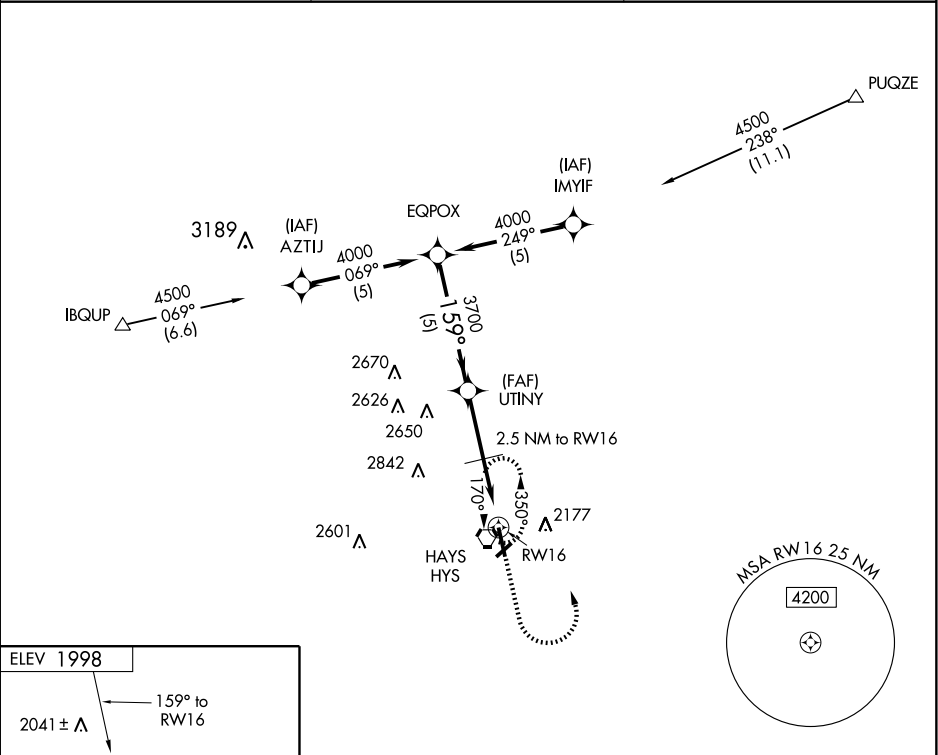
APP CRS 159°	Rwy Idg TDZE Apt Elev	6500 1998 1998
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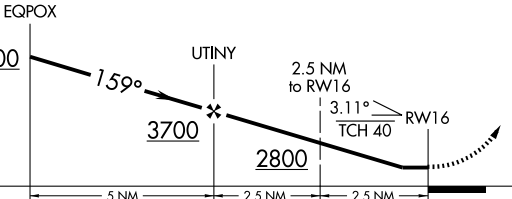
▼

▲ NA

MISSED APPROACH: Climb to 3800 then left turn direct HYS VORTAC and hold.

AWOS-3 125.525	KANSAS CITY CENTER 124.4 322.4	UNICOM 122.8 (CTAF) 0
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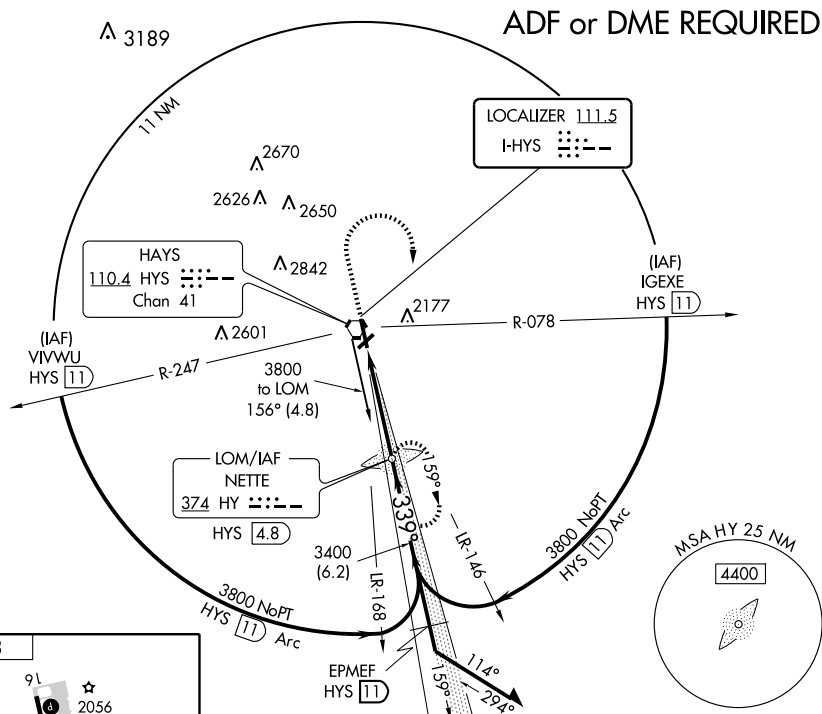


Procedure Turn NA	3800 ↑	HYS  110.4		
				
CATEGORY	A	B	C	D
S-16	2440-1	442 (500-1)	2440-1¼ 442 (500-1¼)	2440-1½ 442 (500-1½)
CIRCLING	2440-1 442 (500-1)	2480-1 482 (500-1)	2480-1½ 482 (500-1½)	2560-2 562 (600-2)

ILS or LOC RWY 34
HAYS RGNL (HYS)

MISSED APPROACH: Climb to 2600 then climbing right turn to 3800 direct NETTE LOM/HYS 4.8 DME and hold.

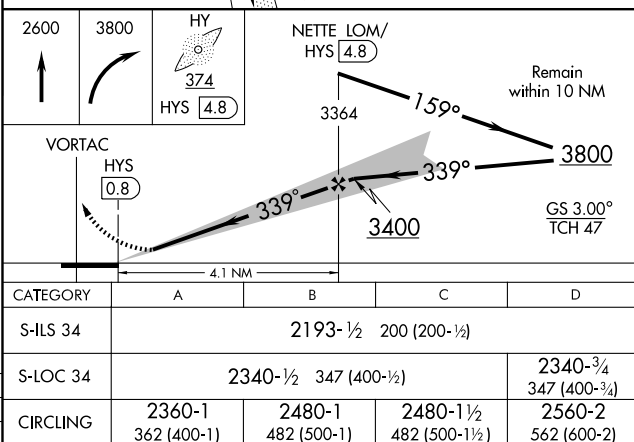
UNICOM
122.8 (CTAF) **L**



REIL Rwys 4, 22 and 16
MRL Rwys 4-22 and 16-34

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



APP CRS
339°

Rwy Idg	6500
TDZE	1993
Apt Elev	1998

RNAV (GPS) RWY 34

HAY'S RGNL (HYS)

T DME/DME RNP -0.3 NA
A NA BARO-NAV NA below -18°C (0°F)
For inoperative MALSR increase LNAV Cat D
visibility to 1¼.

MALSR



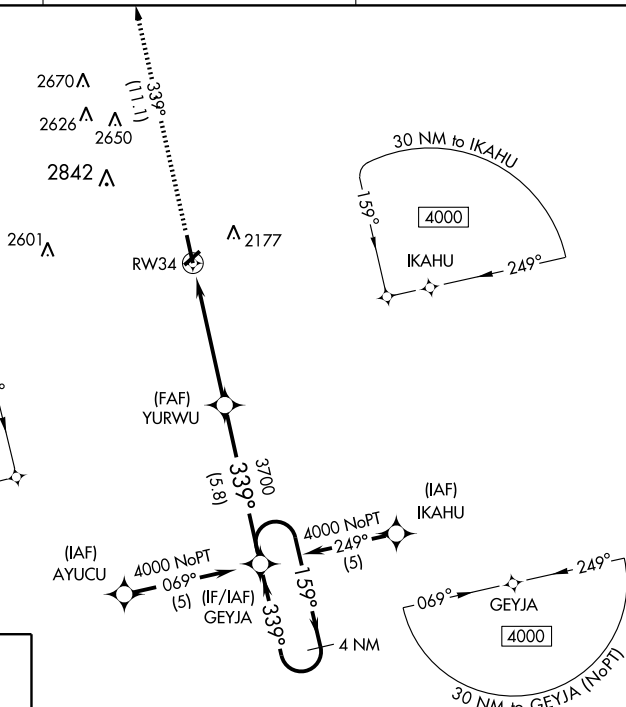
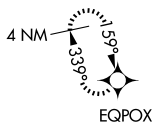
MISSED APPROACH: Climb to 4000 via 339° course to EQPOX and hold.

AWOS-3
125.525

KANSAS CITY CENTER
124.4 322.4

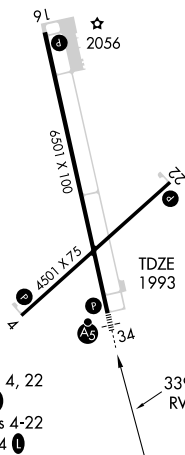
UNICOM
122.8 (CTAF) **L**

MISSED APCH FIX

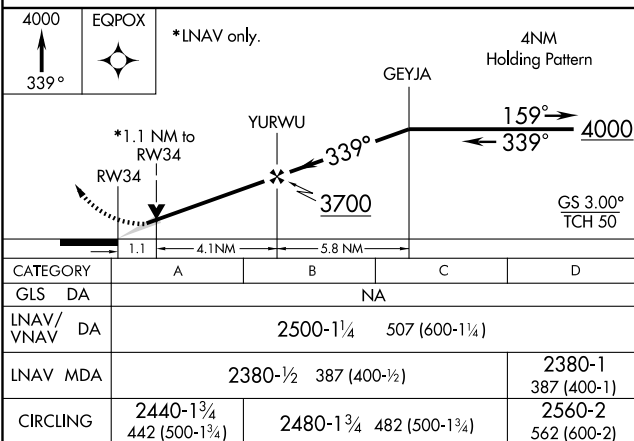


NC-2. 03 JUN 2010 to 01 JUL 2010

ELEV 1998



REIL Rwys 4, 22
and 16 **L**
MIRL Rwys 4-22
and 16-34 **L**

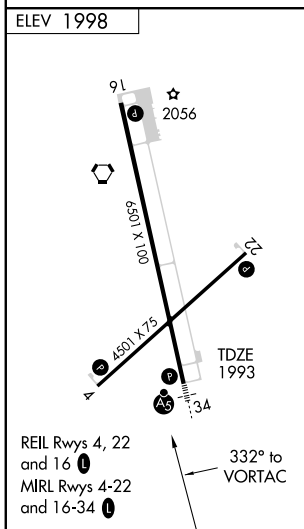
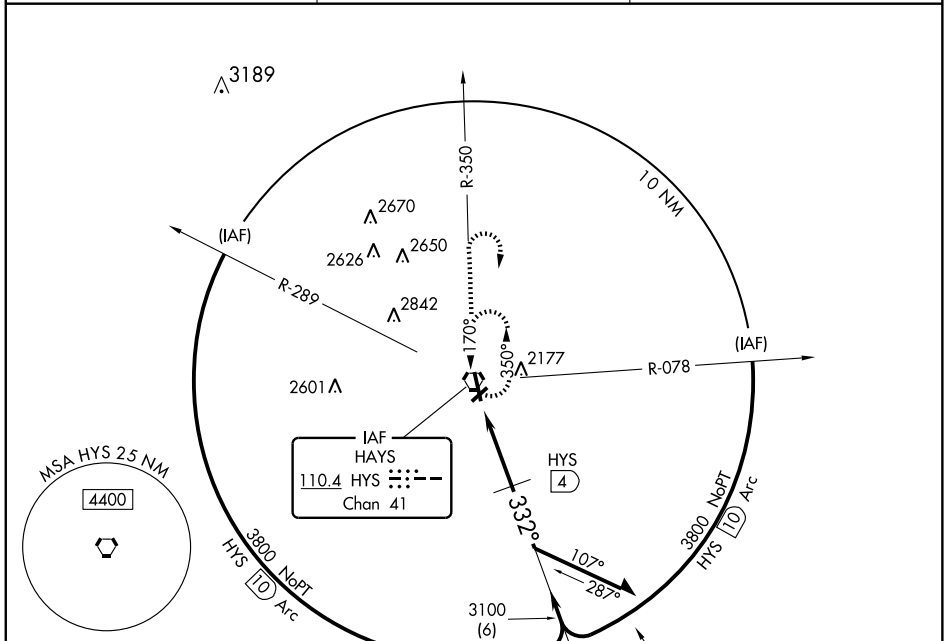




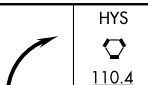
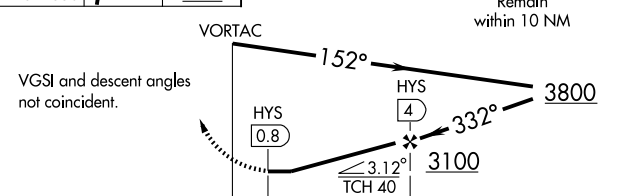
VORTAC HYS 110.4 Chan 41	APP CRS 332°	Rwy ldg TDZE Apt Elev 6500 1993 1998
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VOR/DME RWY 34

HAYS RGNL (HYS)

<p>▼ For inoperative MALS, increase S-34 Cat D visibility to 1 1/4 mile.</p>	<p>MALS</p>	<p>MISSED APPROACH: Climb to 3800 via HYS R-350 then right turn direct HYS VORTAC and hold.</p>
<p>AWOS-3 125.525</p>	<p>KANSAS CITY CENTER 124.4 322.4</p>	<p>UNICOM 122.8 (CTAF) 0</p>



				
				
CATEGORY	A	B	C	D
S-34	2380-1/2 387 (400-1/2)			2380-1 387 (400-1)
CIRCLING	2400-1 402 (500-1)	2480-1 482 (500-1)	2480-1 1/2 482 (500-1 1/2)	2600-2 602 (700-2)

VORTAC HYS <u>110.4</u> Chan 41	APP CRS 170°	Rwy Idg 6500 TDZE 1998 Apt Elev 1998
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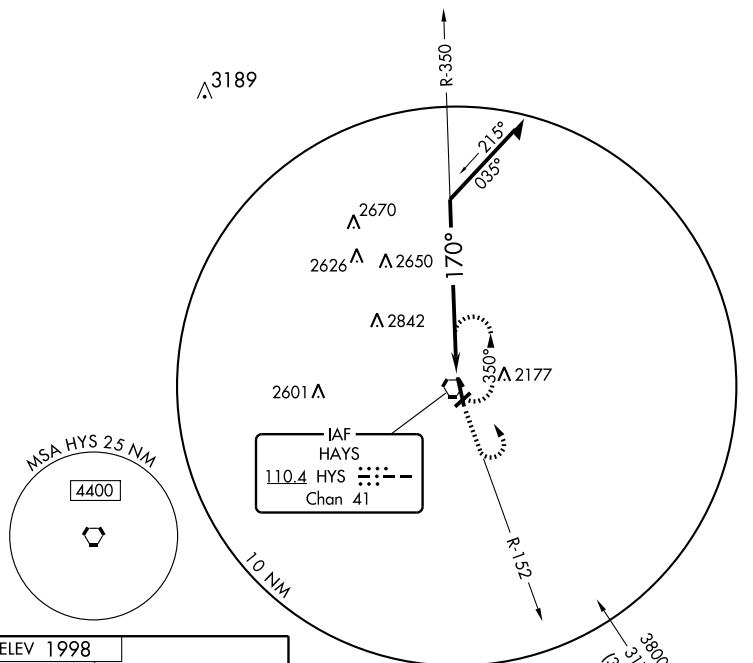
VOR RWY 16
HAYS RGNL (HYS)



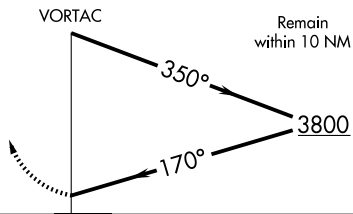
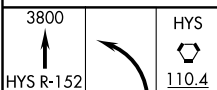
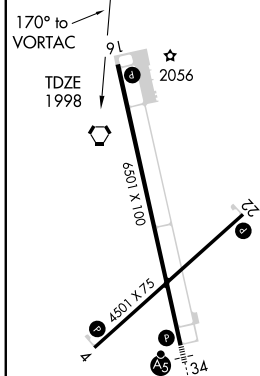
MISSED APPROACH: Climb to 3800 via HYS R-152 then left turn direct HYS VORTAC and hold.

AWOS-3
125.525

KANSAS CITY CENTER
124.4 322.4

UNICOM
122.8 (CTAF) **L**

ELEV 1998



CATEGORY	A	B	C	D
S-16	2700-1	702 (800-1)	2700-2 702 (800-2)	2700-2¼ 702 (800-2¼)
CIRCLING	2700-1	702 (800-1)	2700-2 702 (800-2)	2700-2¼ 702 (800-2¼)

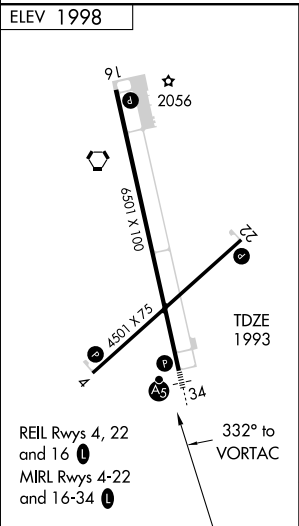
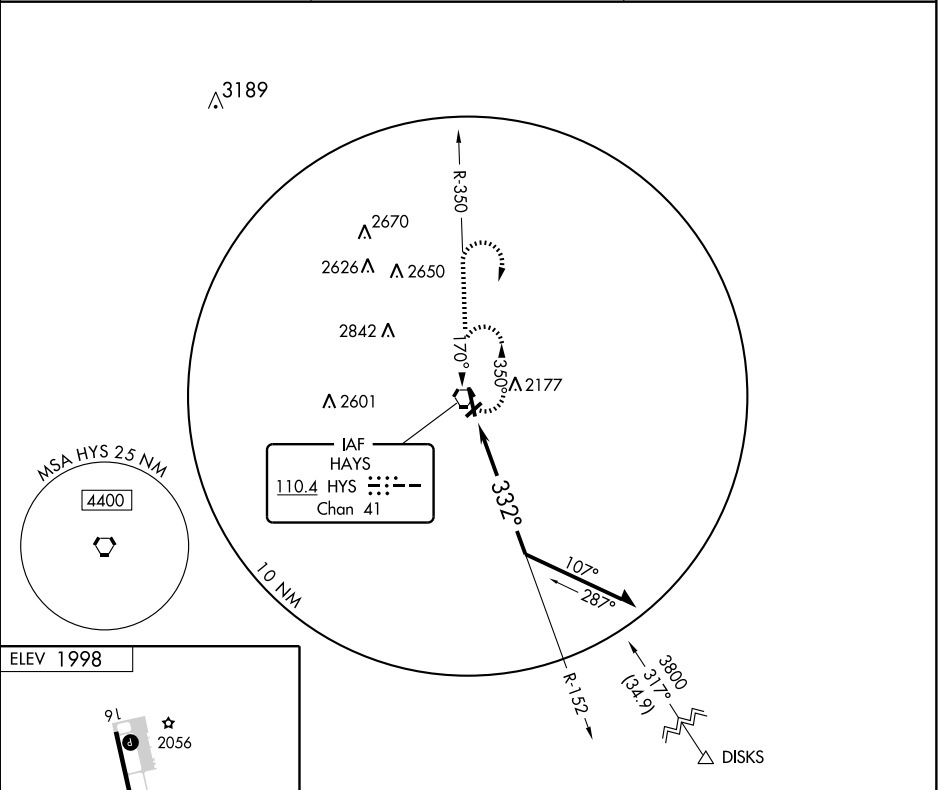
REIL Rwys 4, 22 and 16 **L**
MIRL Rwys 4-22 and 16-34 **L**



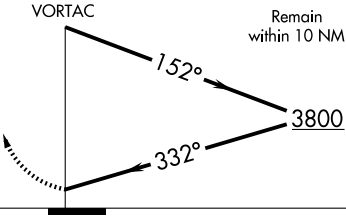
VORTAC HYS 110.4 Chan 41	APP CRS 332°	Rwy Idg TDZE Apt Elev	6500 1993 1998
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VOR RWY 34
HAYS RGNL (HYS)

	MALSR 	MISSED APPROACH: Climb to 3800 via HYS R-350 then right turn direct HYS VORTAC and hold.
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AWOS-3 125.525	KANSAS CITY CENTER 124.4 322.4	UNICOM 122.8 (CTAF)
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3800 ↑ HYS R-350		HYS  <u>110.4</u>		
CATEGORY	A	B	C	D
S-34	2480-½	487 (500-½)	2480-¾ 487 (500-¾)	2480-1 487 (500-1)
CIRCLING	2480-1	482 (500-1)	2480-1½ 482 (500-1½)	2600-2 602 (700-2)

NDB HRU <u>407</u>	APP CRS 184°	Rwy Idg 4184 TDZE 1480 Apt Elev 1480
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NDB or GPS RWY 17

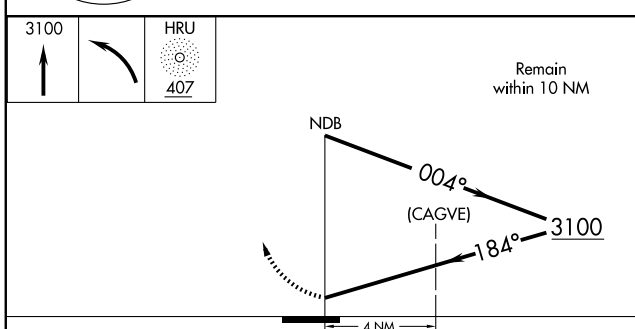
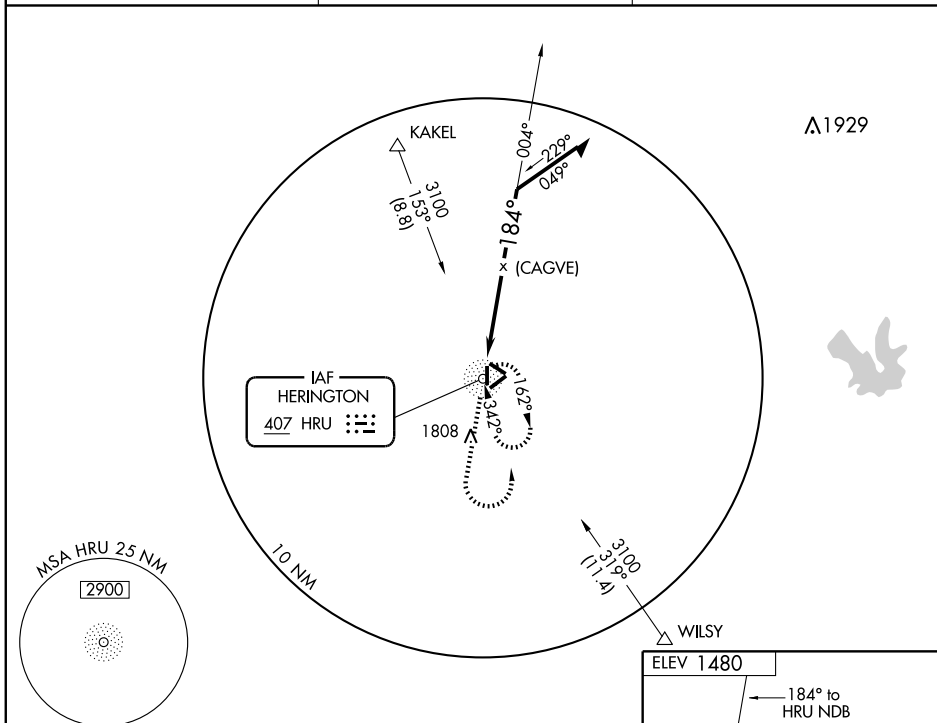
HERINGTON RGNL (HRU)

Use Manhattan altimeter setting; when not available use Salina altimeter setting and increase all MDAs 60 feet.

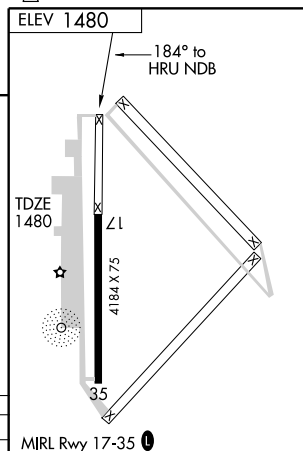
MISSED APPROACH: Climb to 3100 then left turn direct HRU NDB and hold.

A NA

KANSAS CITY CENTER 127.35 257.975	UNICOM 122.8	CTAF 122.9 0
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CATEGORY	A	B	C	D
S-17	2100-1	620 (700-1)	2100-1 $\frac{3}{4}$ 620 (700-1 $\frac{3}{4}$)	2100-2 620 (700-2)
CIRCLING	2100-1	620 (700-1)	2100-1 $\frac{3}{4}$ 620 (700-1 $\frac{3}{4}$)	2240-2 $\frac{1}{2}$ 760 (800-2 $\frac{1}{2}$)



Knots	60	90	120	150	180
Min:Sec					

NDB HRU <u>407</u>	APP CRS 342°	Rwy Idg 4184 TDZE 1480 Apt Elev 1480
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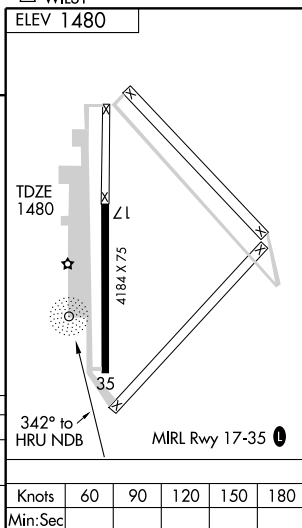
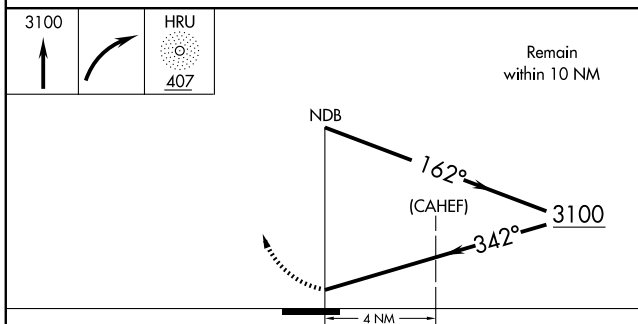
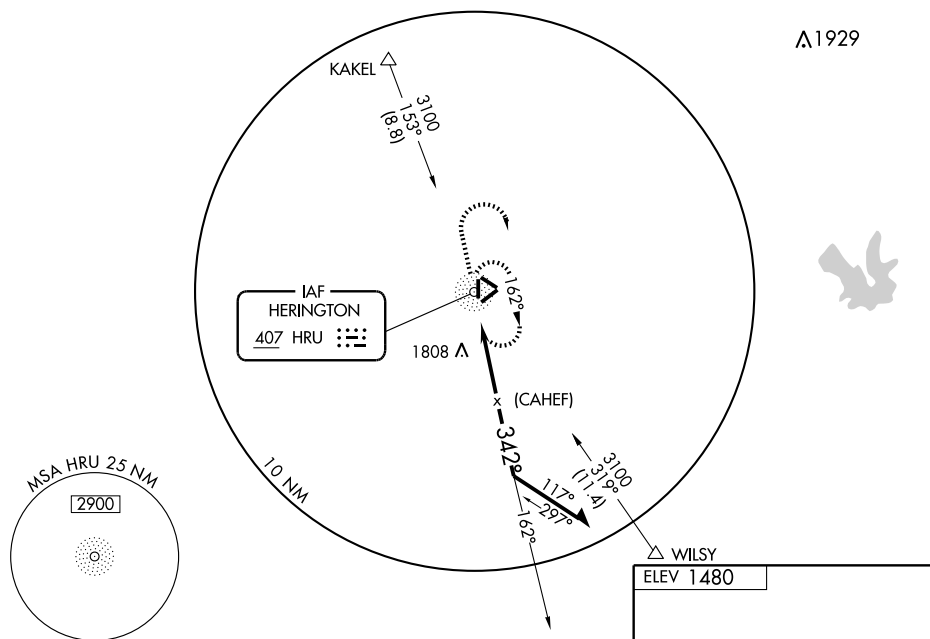
NDB or GPS RWY 35
HERINGTON RGNL (HRU)

Use Manhattan altimeter setting; when not available use Salina altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3100 then right turn direct HRU NDB and hold.

A NA

KANSAS CITY CENTER 127.35 257.975	UNICOM 122.8	CTAF 122.9 0
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APP CRS 172°	Rwy Idg TDZE Apt Elev	5000 2238 2238
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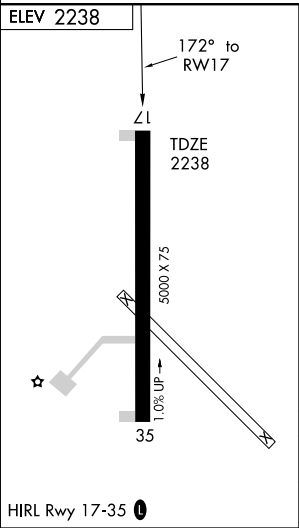
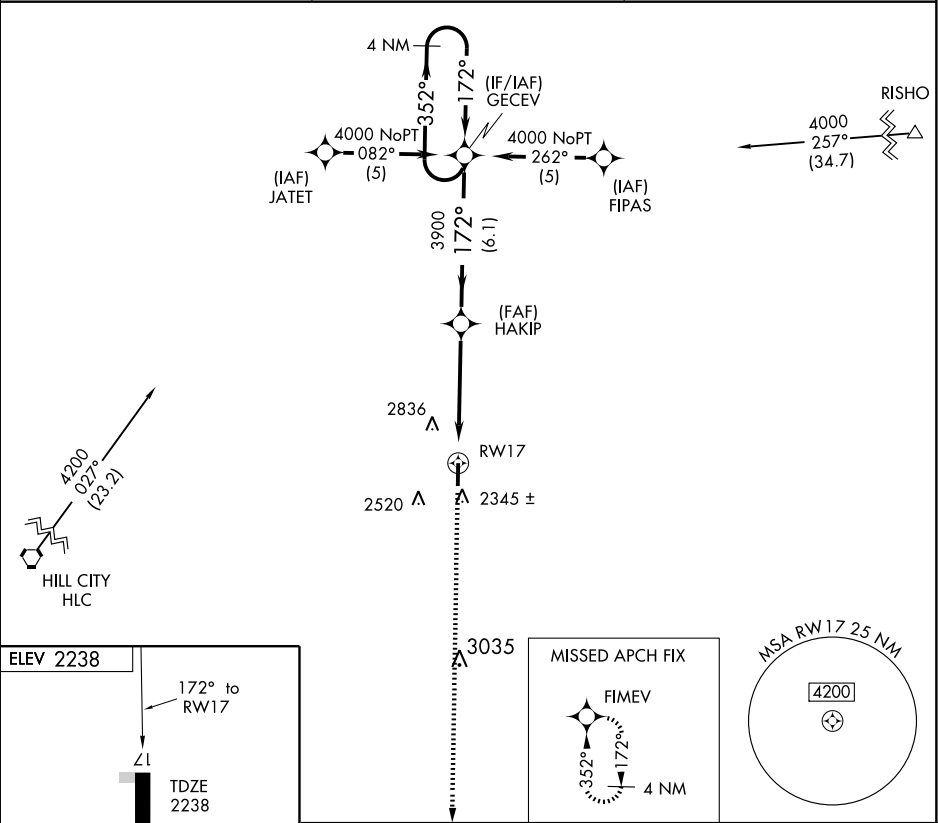
RNAV (GPS) RWY 17
HILL CITY MUNI (HLC)

▼ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Norton Muni altimeter setting and increase all MDAs 100 feet.

▲ VDP NA when using Norton Muni altimeter setting.

MISSED APPROACH: Climb to 4100 direct FIMEV and hold.

ASOS 118.425	WICHITA RADIO 122.65	CTAF 122.9 0
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4100	FIMEV	4 NM Holding Pattern			
2.2 NM to RW17		HAKIP		GECEV	
RW17		3900		4000	
2.2		2.8 NM		6.1 NM	
CATEGORY	A	B	C	D	
LNAV MDA	2980-1 742 (800-1)	2980-1¼ 742 (800-1¼)	2980-2¼ 742 (800-2¼)	NA	
CIRCLING	2980-1 742 (800-1)	2980-1¼ 742 (800-1¼)	3140-2¾ 902 (1000-2¾)	NA	

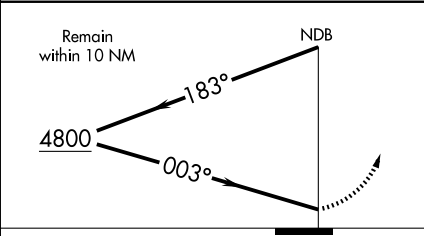
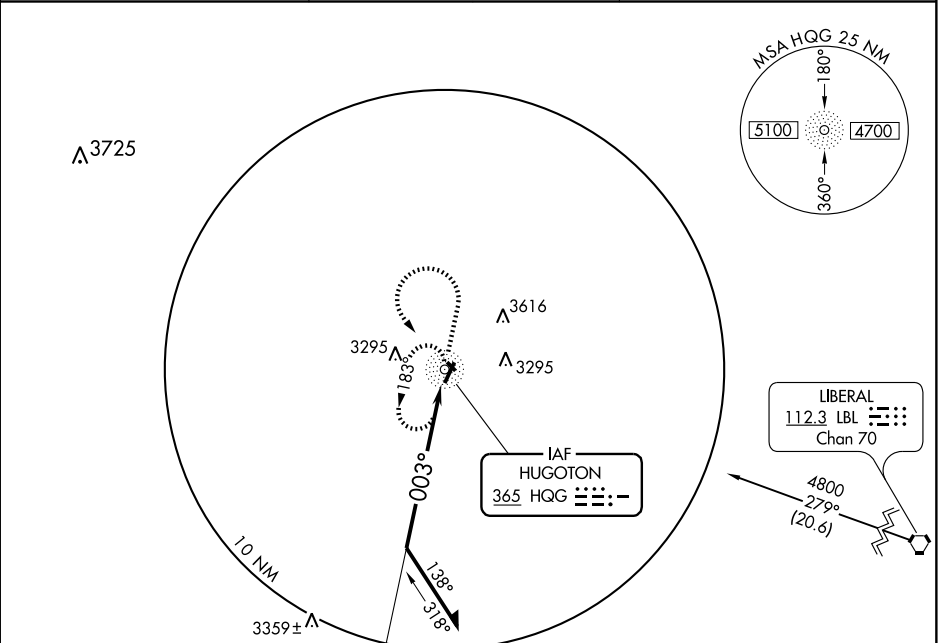
NDB RWY 2
HUGOTON MUNI (HGG)

NDB HQG 365	APP CRS 003°	Rwy Idg TDZE Apt Elev	5000 3133 3134
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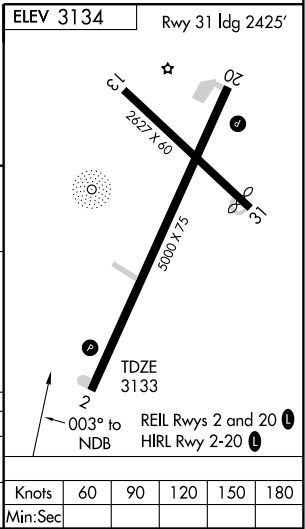
▼
▲ NA
If local altimeter setting not received, use liberal
altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4200 then climbing left turn to
4800 direct HQG NDB and hold.

AWOS-3 118.6	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-2	3720-1 587 (600-1)		3720-1½ 587 (600-1½)	NA
CIRCLING	3720-1 586 (600-1)		3720-1½ 586 (600-1½)	NA



WAAS CH 63003 W02A	APP CRS 016°	Rwy Idg 5000 TDZE 3133 Apt Elev 3134
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RNAV (GPS) RWY 2

HUGOTON MUNI (HQQ)

HUGOTON MUNI (HQG)



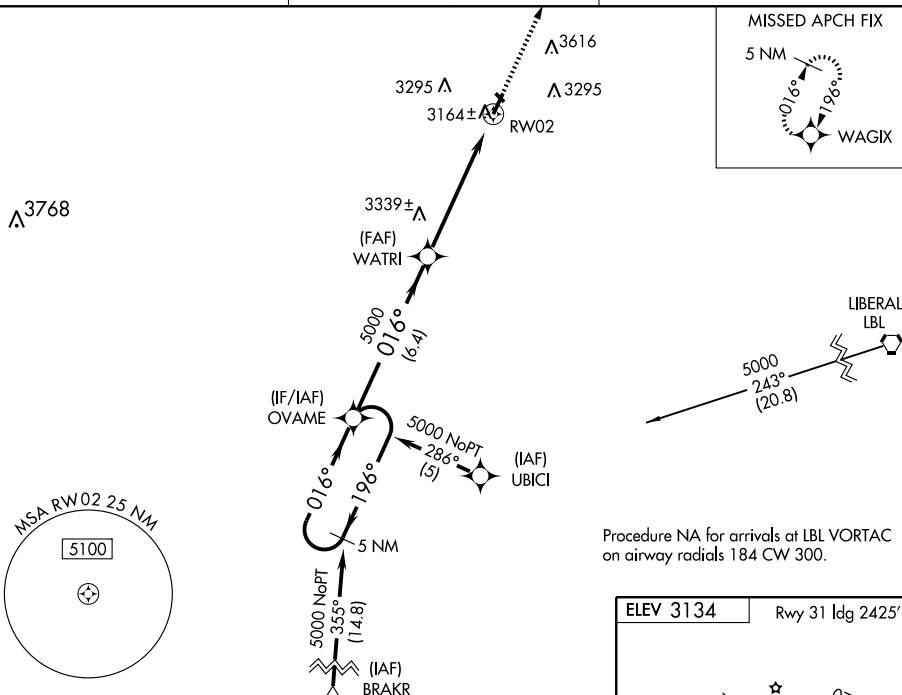
ANA

BARO-VNAV NA when using Liberal altimeter setting.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use Liberal altimeter setting and increase all DAs 84 feet and all MDAs 100 feet.

MISSED APPROACH: Climb to 5000 direct WAGIX and hold.

AWOS-3
118.6

KANSAS CITY CENTER
134.0 290.8

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals at LBL VORTAC
on airway radials 184 CW 300.

5 NM
Holding Pattern

$$\frac{5000}{0.16^\circ} \leftarrow 196^\circ$$
$$\frac{\text{GS } 3.00^\circ}{\text{TCH } 45}$$

VGSI and RNAV glidepath not coincident.

Diagram showing the distance between two adjacent nodes in a standing wave, labeled as 5.6 nm.

5000

WAGIX

RWC

1

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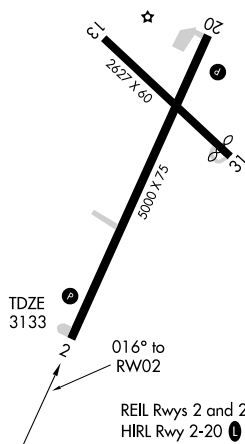
100

100

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ELEV 3134

Rwy 31 lđg 2425'



REIL Rwy 2 and 20 **L**
HRL Rwy 2-20 **L**

HIRL Rwy 2-20

WAAS CH 86603 W20A	APP CRS 196°	Rwy Idg TDZE Apt Elev	5000 3132 3134
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RNAV (GPS) RWY 20

HUGOTON MUNI (HGG)

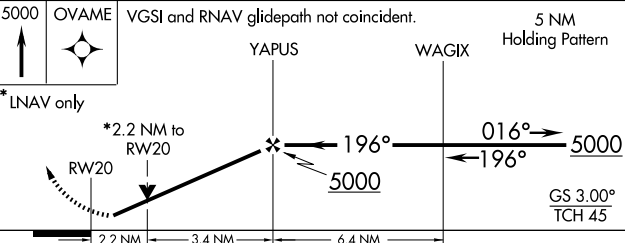
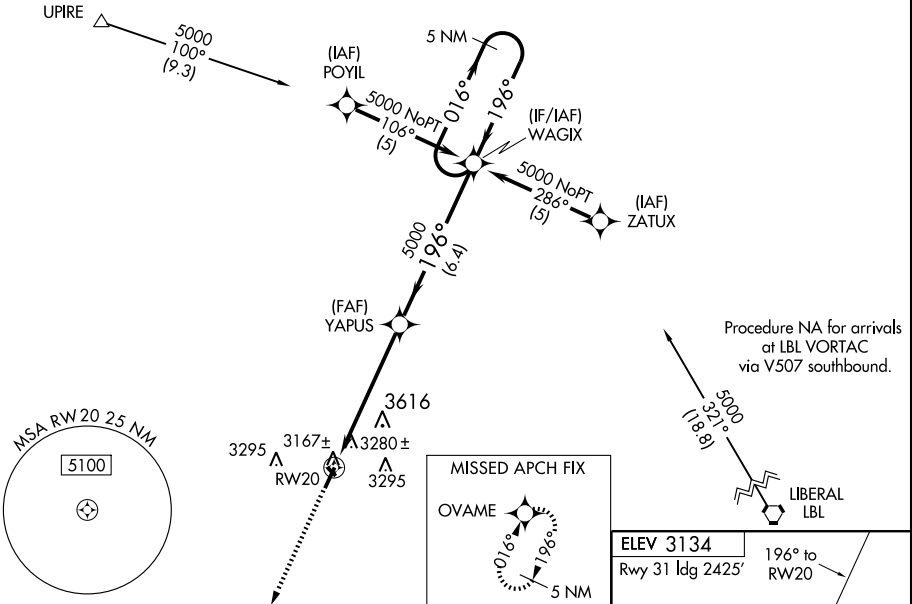
NA BARO-VNAV NA when using Liberal altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Liberal altimeter setting and increase all DAs 84 feet and MDAs 100 feet. VDP NA when using Liberal altimeter setting.

MISSED APPROACH: Climb to 5000
direct OVAME and hold.

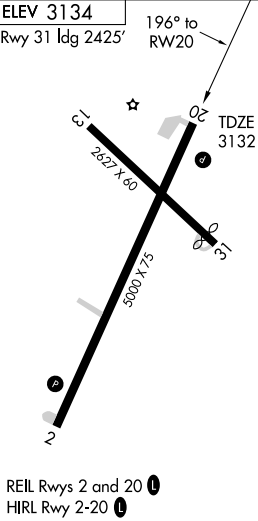
AWOS-3
118.6

KANSAS CITY CENTER
134.0 290.8

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	3382-1 250 (300-1)			NA
LNAV/VNAV DA	3437-1 305 (400-1)			NA
LNAV MDA	3860-1 728 (800-1)	3860-2 728 (800-2)		NA
CIRCLING	3860-1 726 (800-1)	3860-2 726 (800-2)		NA

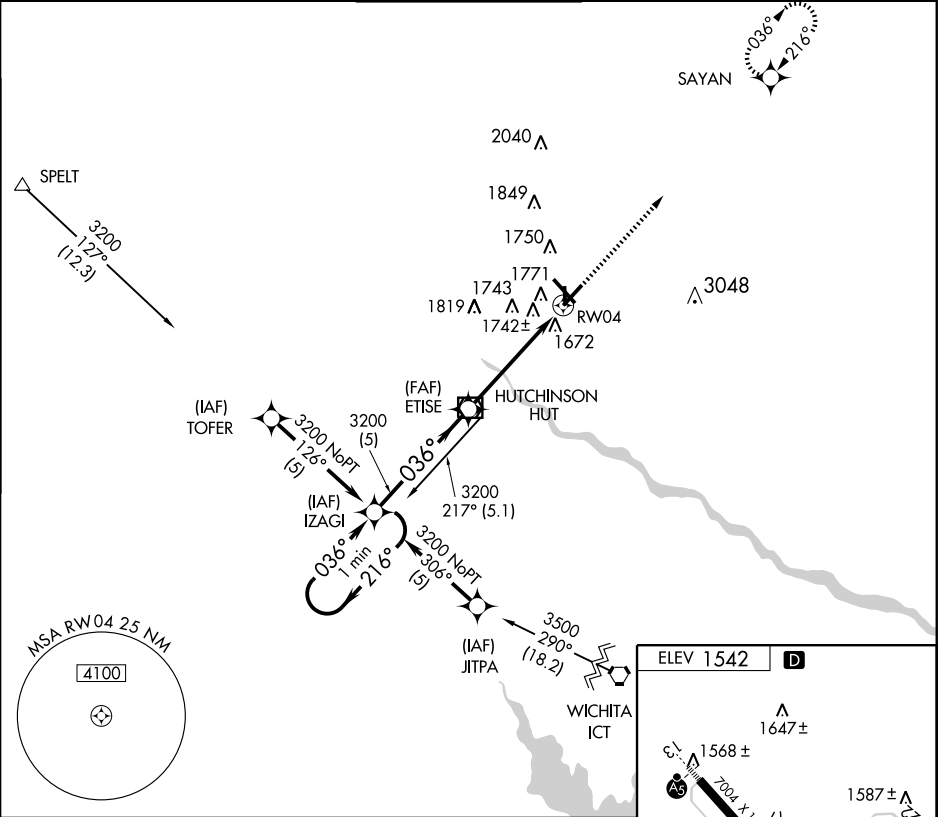


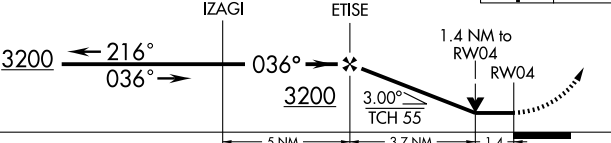
APP CRS	Rwy Idg	5600
036°	TDZE	1518
	Apt Elev	1542

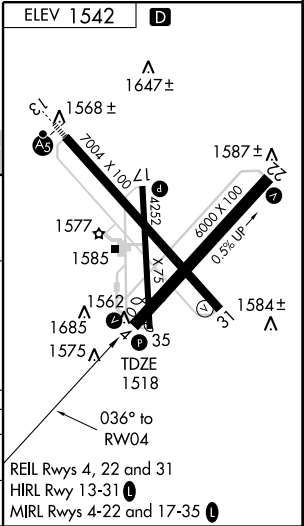
GPS RWY 4
HUTCHINSON MUNI (HUT)

 NA	MISSED APPROACH: Climb to 3200 direct SAYAN WP and hold.			
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ATIS 124.25	WICHITA APP CON 125.5 306.2	HUTCHINSON TOWER ★ 118.5 (CTAF) 0 363.0	GND CON 121.9	UNICOM 122.95
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One Minute Holding Pattern				
				
CATEGORY	A	B	C	D
S-4	2000-1	482 (500-1)	2000-1 ¼ 482 (500-1 ¼)	NA
CIRCLING	2080-1	538 (600-1)	2080-1 ½ 538 (600-1 ½)	NA

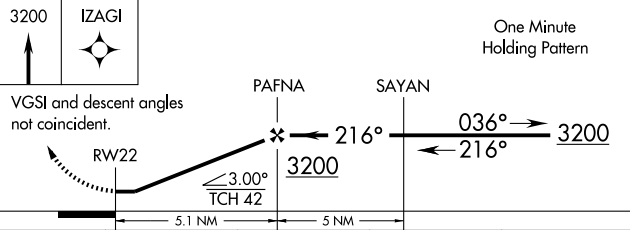
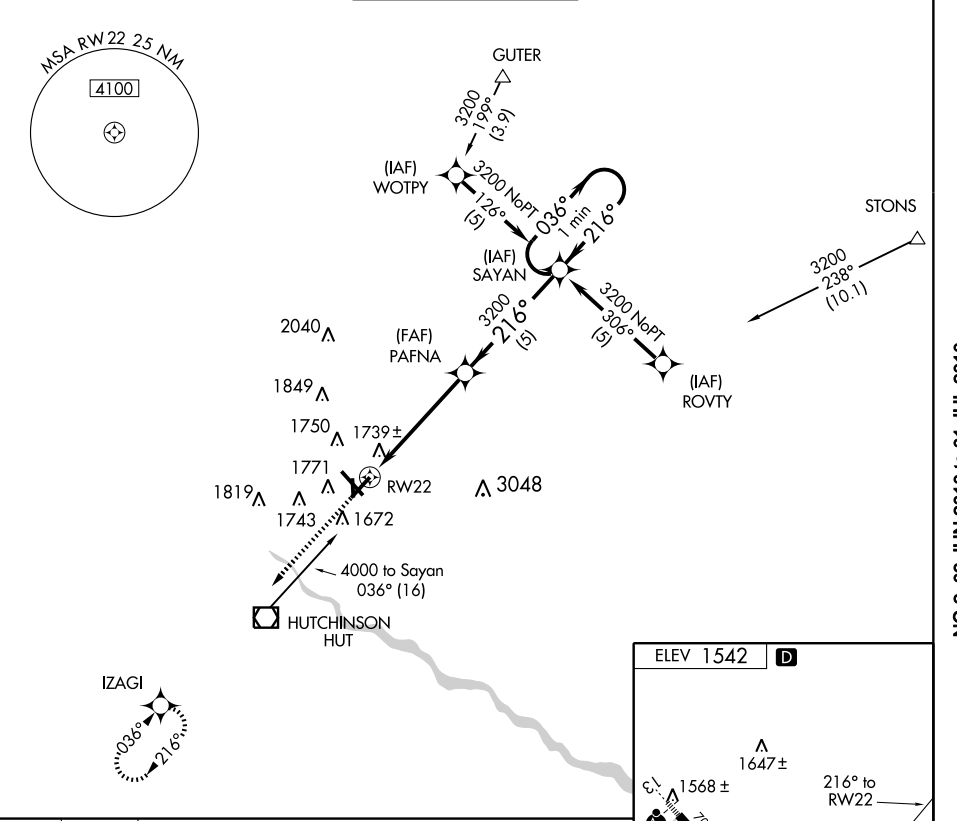


▼

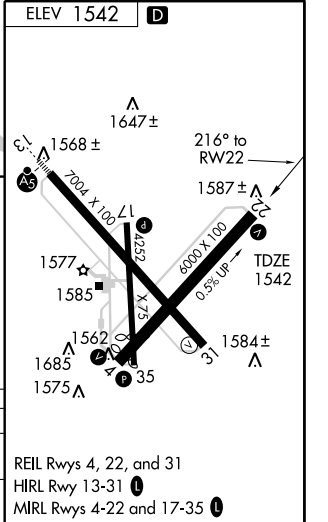
▲ NA

MISSED APPROACH: Climb to 3200 direct IZAGI WP and hold.

ATIS 124.25	WICHITA APP CON 125.5 306.2	HUTCHINSON TOWER ★ 118.5 (CTAF) 363.0	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-22	2000-1 458 (500-1)		2000-1¼ 458 (500-1¼)	NA
CIRCLING	2080-1 538 (600-1)		2080-1½ 538 (600-1½)	NA



NC-2. 03 JUN 2010 to 01 JUL 2010

LOC I-HUT	APP CRS	Rwy Idg	7004
110.1	132°	TDZE	1524
		Apt Elev	1542

ILS or LOC RWY 13

HUTCHINSON MUNI (HUT)

▼

*S-ILS 13 RVR 1800 authorized with the use of FD or

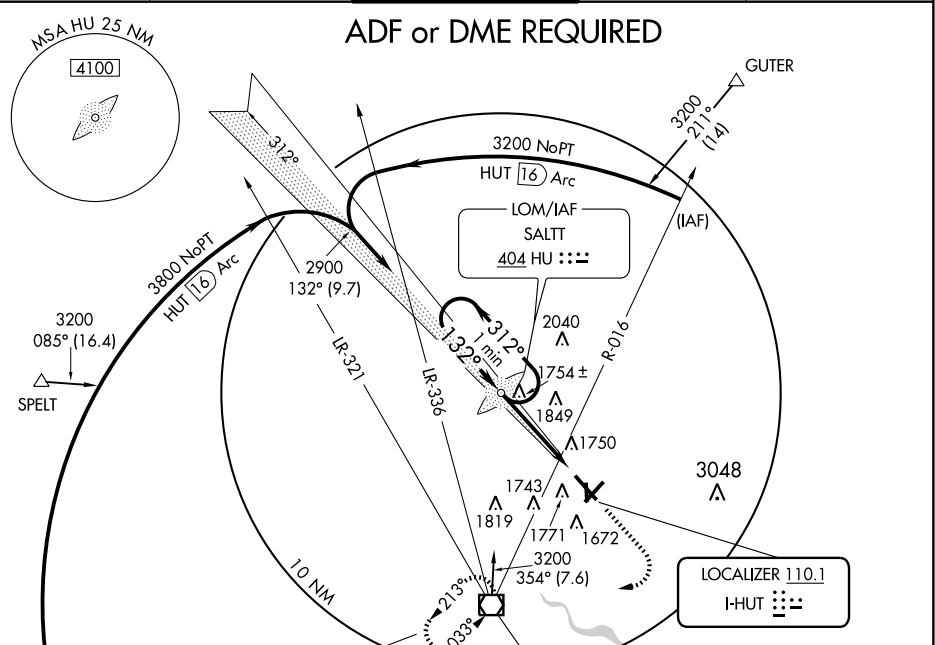
▲

AP or HUD to DA.

MALS R

MISSED APPROACH: Climb to 2400, then climbing right turn to 3000 direct HUT VOR/DME and hold.

ATIS 124.25	WICHITA APP CON 125.5 306.2	HUTCHINSON TOWER ★ 118.5 (CTAF) 363.0	GND CON 121.9	UNICOM 122.95
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One Minute Holding Pattern

LOM 2849

3200 ← 312° 132° → 2900

GS 3.00° TCH 47

4 NM

ELEV 1542 D

132° 4 NM from FAF

1588 ±

1647 ±

1568 ±

1577

1585

1562

1685

1575

1584 ±

1587 ±

7004 X 100

6000 X 100

0.3% UP

TDZE 1524

REIL Rwy 4, 22 and 31

HIRL Rwy 13-31

MIRL Rwy 4-22 and 17-35

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

CATEGORY	A	B	C	D
S-ILS 13	*1724/24 200 (200-½)			NA
S-LOC 13	2000/24 476 (500-½)		2000/40 476 (500-¾)	NA
CIRCLING	2080-1 538 (600-1)		2080-1½ 538 (600-1½)	NA

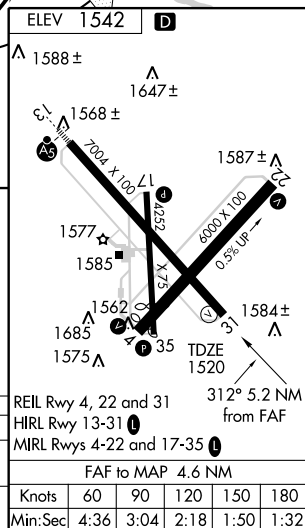
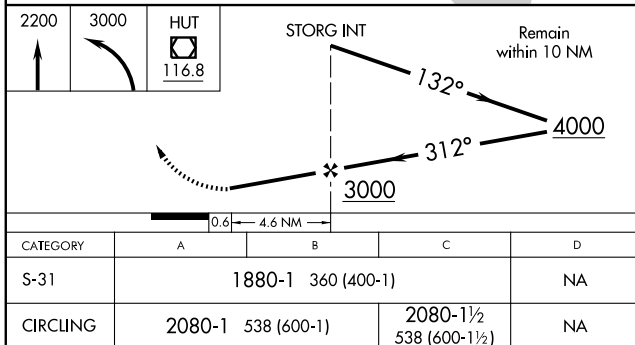
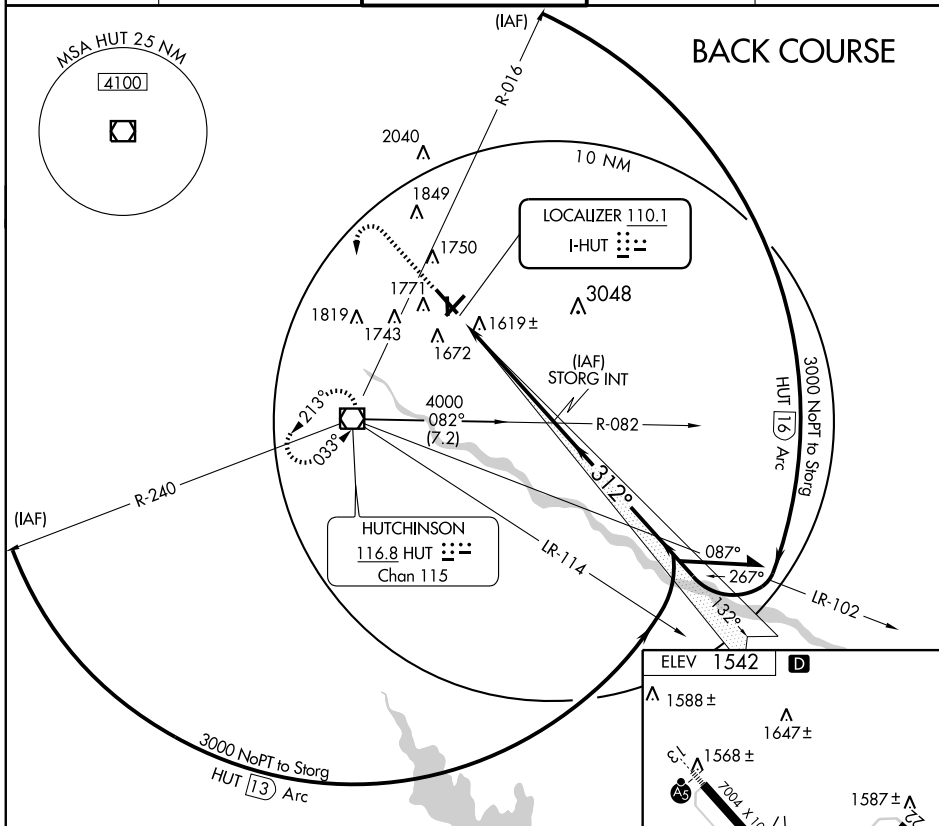
NC-2. 03 JUN 2010 to 01 JUL 2010

LOC I-HUT 110.1	APP CRS 312°	Rwy Idg TDZE Apt Elev	7004 1520 1542
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LOC BC RWY 31

HUTCHINSON MUNI (HUT)

MISSED APPROACH: Climb to 2200, then climbing left turn to 3000 direct HUT VOR/DME and hold.			
ATIS 124.25	WICHITA APP CON 125.5 306.2	HUTCHINSON TOWER ★ 118.5 (CTAF) 363.0	GND CON 121.9
		UNICOM 122.95	



NDB RWY 13
HUTCHINSON MUNI (HUT)

LOM HU 404	APP CRS 132°	Rwy Idg TDZE Apt Elev 7004 1524 1542
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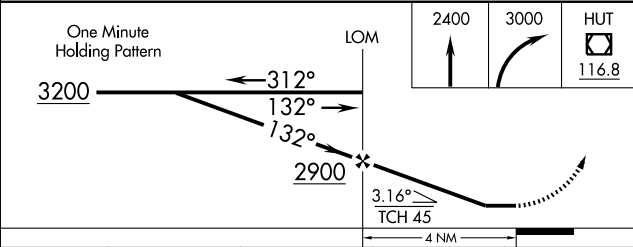
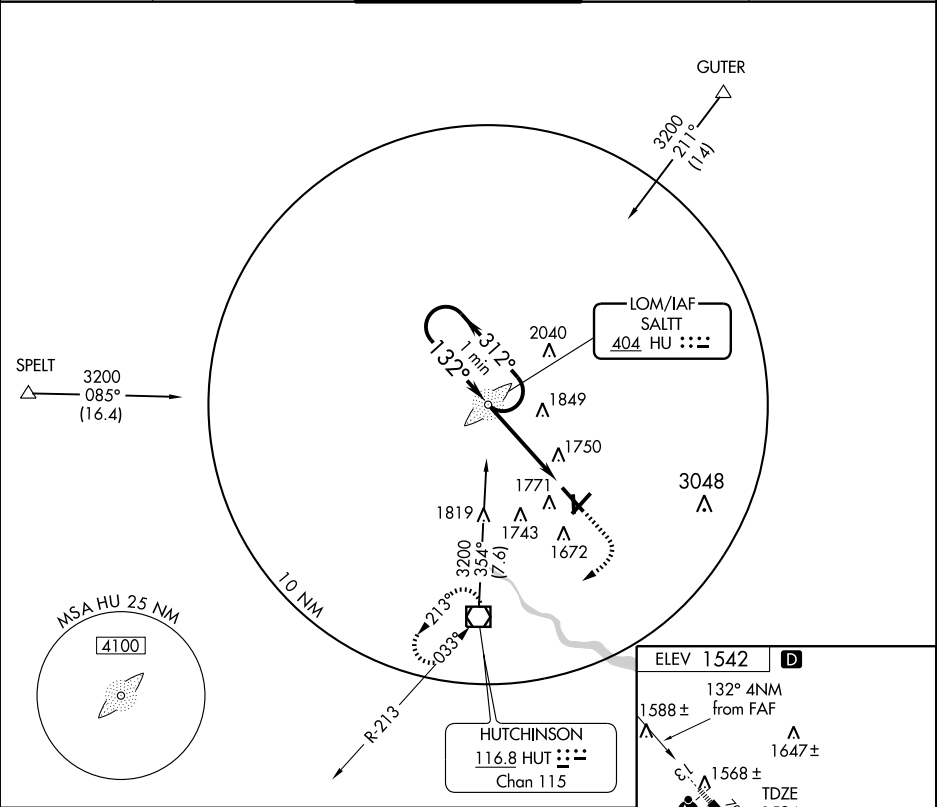
▼

▲

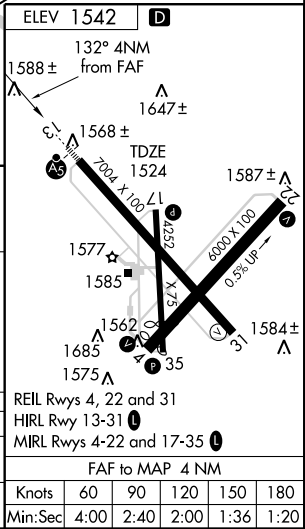
MALSR

MISSED APPROACH: Climb to 2400, then climbing right turn to 3000 direct HUT VOR/DME and hold.

ATIS 124.25	WICHITA APP CON 125.5 306.2	HUTCHINSON TOWER ★ 118.5 (CTAF) 363.0	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-13	2200/40 676 (700-¾)		2200-1½ 676 (700-1½)	NA
CIRCLING	2200-1 658 (700-1)		2200-2 658 (700-2)	NA




WAAS CH 50210 W13A	APP CRS 132°	Rwy Idg TDZE Apt Elev	7004 1525 1543
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RNAV (GPS) RWY 13

HUTCHINSON MUNI (HUT)

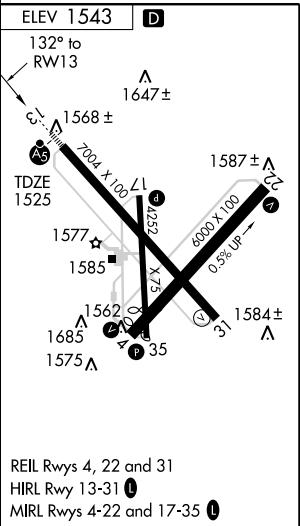
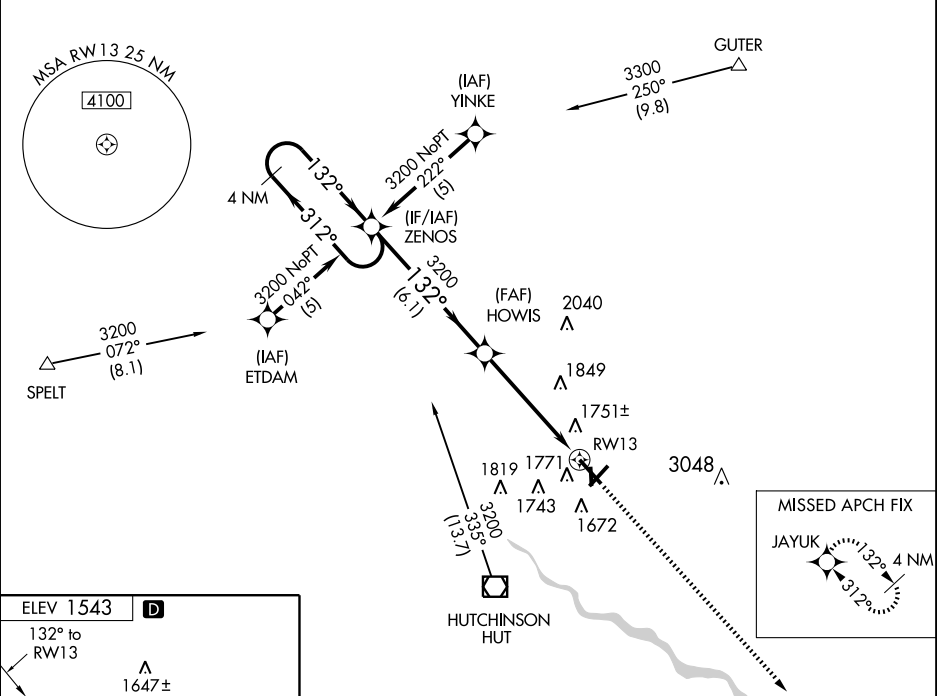
▽ DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Newton altimeter setting and increase all DA 66 feet, and all MDA 80 feet, LPV visibility all Cats ¼ mile, LNAV/VNAV visibility all cats ¼ mile, and circling visibility Cat C ¼ mile. For inoperative MALSR increase LPV visibility to 1¼ mile all Cats; when using Newton altimeter setting, increase LPV visibility to 1½ mile all Cats, inoperative table does not apply to LNAV/VNAV.

MALSR



MISSED APPROACH:
Climb to 3500 direct
JAYUK and hold.

ATIS 124.25	WICHITA APP CON 125.5 306.2	HUTCHINSON TOWER ★ 118.5 (CTAF) 363.0	GND CON 121.9	UNICOM 122.95
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4 NM Holding Pattern				3500	JAYUK
ZENOS				3200	HOWIS
3200 ← 312° / 132° →				3200	
GS 3.00° TCH 47				6.1 NM	3.5 NM
				1.5 NM	*1.5 NM to RW13
					*LNAV only
CATEGORY	A	B	C	D	
LPV DA	1856/40	331 (400-¾)		NA	
LNAV/VNAV DA	2077-1½	552 (600-1½)		NA	
LNAV MDA	2040/24	515 (600-½)	2040/50	515 (600-1)	NA
CIRCLING	2080-1	537 (600-1)	2080-1½	537 (600-1½)	NA

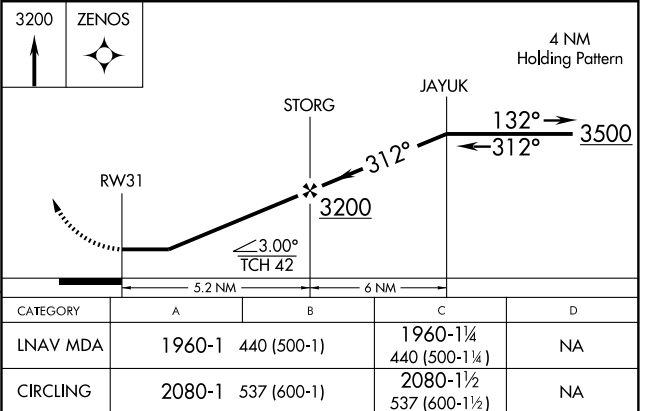
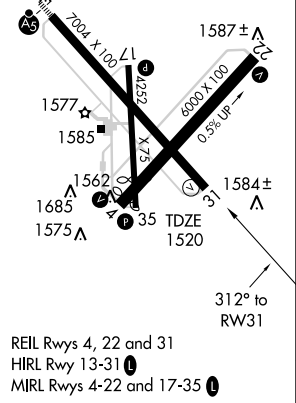
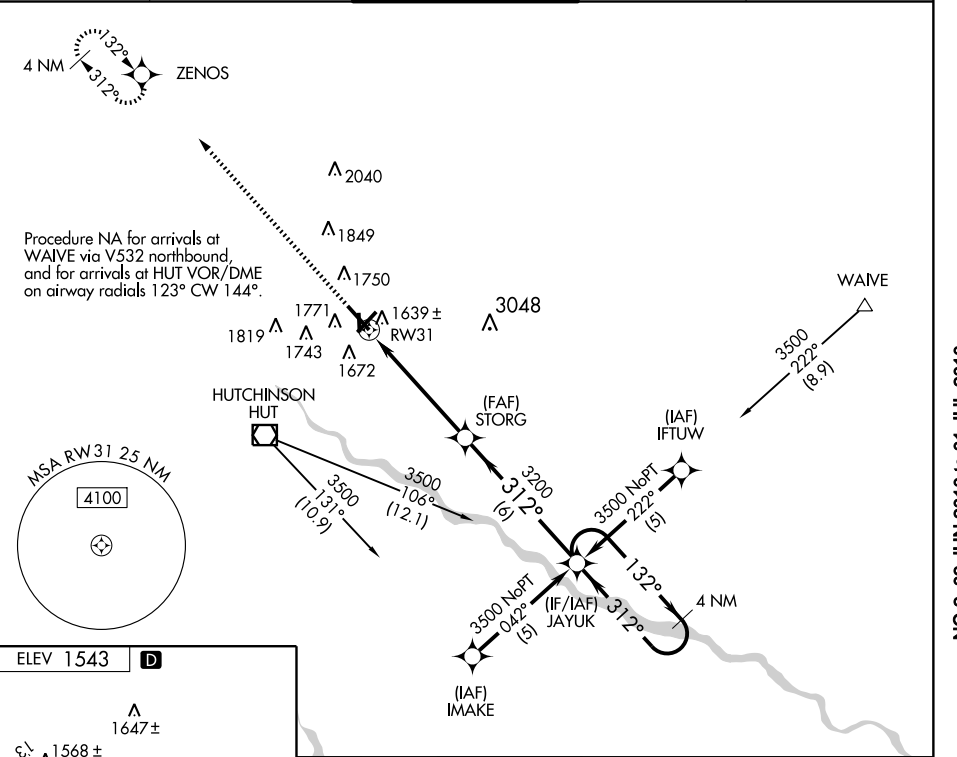
▼

▲

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Newton altimeter setting and increase all MDA 80 feet and increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3200 direct ZENOS and hold.

ATIS 124.25	WICHITA APP CON 125.5 306.2	HUTCHINSON TOWER ★ 118.5 (CTAF) 363.0	GND CON 121.9	UNICOM 122.95
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NC-2. 03 JUN 2010 to 01 JUL 2010


VOR/DME HUT <u>116.8</u> Chan 115	APP CRS 213°	Rwy Idg 6000 TDZE 1542 Apt Elev 1542
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VOR/DME RWY 22
HUTCHINSON MUNI (HUT)

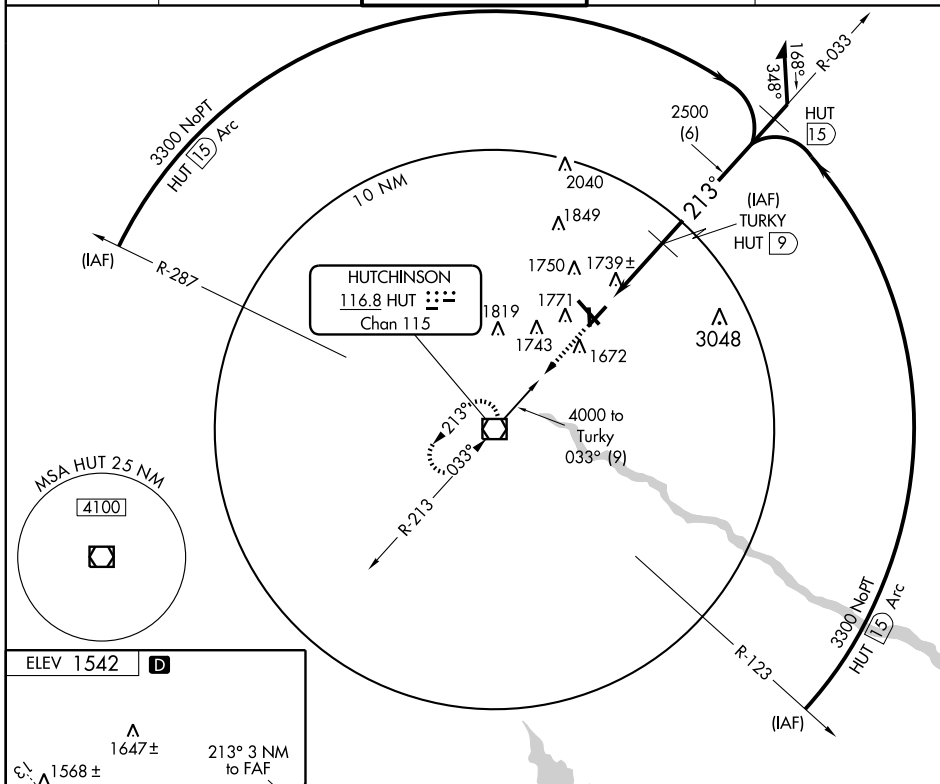
MISSED APPROACH: Climb to 3000 direct
HUT VOR/DME and hold.

ATIS
124.25

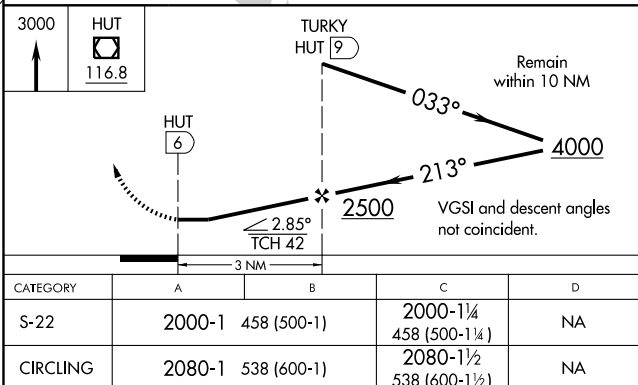
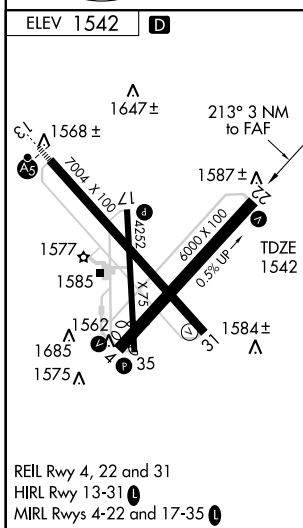
WICHITA APP CON
125.5 306.2

HUTCHINSON TOWER ★
118.5 (CTAF)  363.0

GND CON
121.9

UNICOM
122.95

NC-2. 03 JUN 2010 to 01 JUL 2010



VOR/DME HUT <u>116.8</u> Chan 115	APP CRS 033°	Rwy Idg 5600 TDZE 1518 Apt Elev 1542
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VOR RWY 4
HUTCHINSON MUNI (HUT)



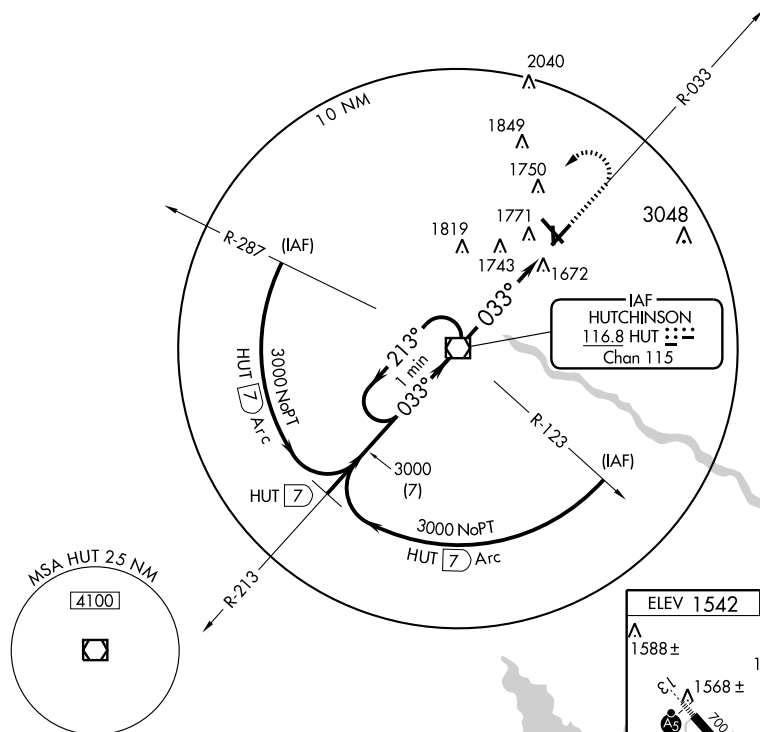
MISSED APPROACH: Climb to 4000 via HUT R-033 then left turn direct HUT VOR/DME and hold.

ATIS
124.25

WICHITA APP CON
125.5 306.2

HUTCHINSON TOWER ★
118.5 (CTAF) 363.0

GND CON
121.9

UNICOM
122.95

One Minute Holding Pattern

VOR/DME

4000
↑
HUT R-033

HUT

 116.8

$$\begin{array}{r} \underline{3000} \quad \leftarrow 213^\circ \\ \quad \quad \quad 033^\circ \end{array}$$

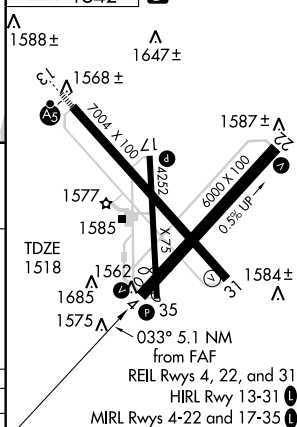
HUT
3.6

CATEGORY	A	B	C	D
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S-4	2040-1 522 (500-1)	2040-1½	NA
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		2080-1½	
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ELEV 1542

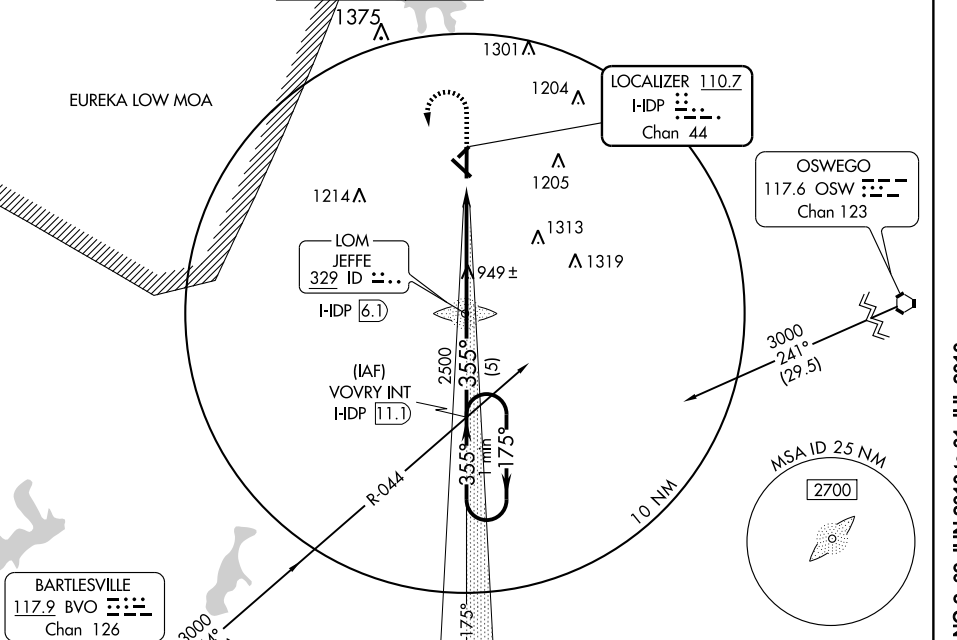


7	EAE to MAP 5.1 NM
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Keel	40	80	120	150	180
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Knots	60	90	120	150	180

<div>LOC/DME I-IDP</div> <div>110.7</div> <div>Chan 44</div>		<div>APP CRS</div> <div>355°</div>	<div>Rwy Idg</div> <div>5500</div> <div>TDZE</div> <div>819</div> <div>Apt Elev</div> <div>822</div>	<div>MALSR</div> <div></div> <div>MISSED APPROACH: Climb to 1500 then climbing left turn heading 135° to 3000 intercept I-DP LOC S course to VOVRY Int and hold.</div>	
<div>AWOS-3</div> <div>118.525</div>	<div>KANSAS CITY CENTER</div> <div>132.9 279.5</div>	<div>INDEPENDENCE TOWER ★</div> <div>126.075 (CTAF) </div>	<div>GND CON</div> <div>119.225</div>	<div>KANSAS CITY CLNC DEL</div> <div>121.65</div> <div>(When tower closed)</div>	<div>UNICOM</div> <div>122.95</div>



ELEV 822

3000

175°

355°

GS 3.00° TCH 40

2500

355°

5 NM

5 NM

2484

JEFFE LOM I-DP (6.1)

1500

3000

HDP 135°

I-DP LOC S CRS

VOVRY INT

One Minute Holding Pattern

VOVRY I-DP (11.1)

355° 5 NM from FAF

MIRL Rwy 4-22

HIRL Rwy 17-35

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

CATEGORY	A	B	C	D
S-ILS 35	1019-½ 200 (200-½)			NA
S-LOC 35	1200-½ 381 (400-½)			NA
CIRCLING	1300-1 478 (500-1)		1300-1½ 478 (500-1½)	NA

LOM ID 329	APP CRS 356°	Rwy Idg TDZE Apt Elev	5500 821 822
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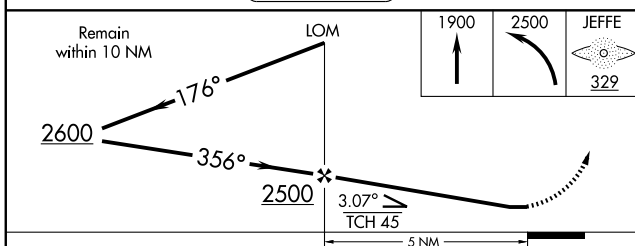
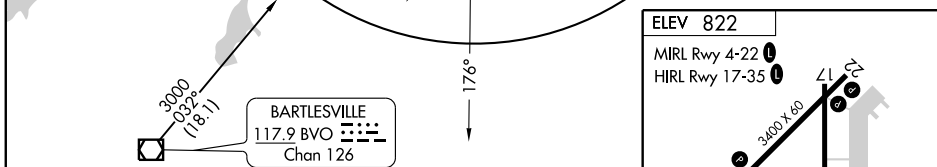
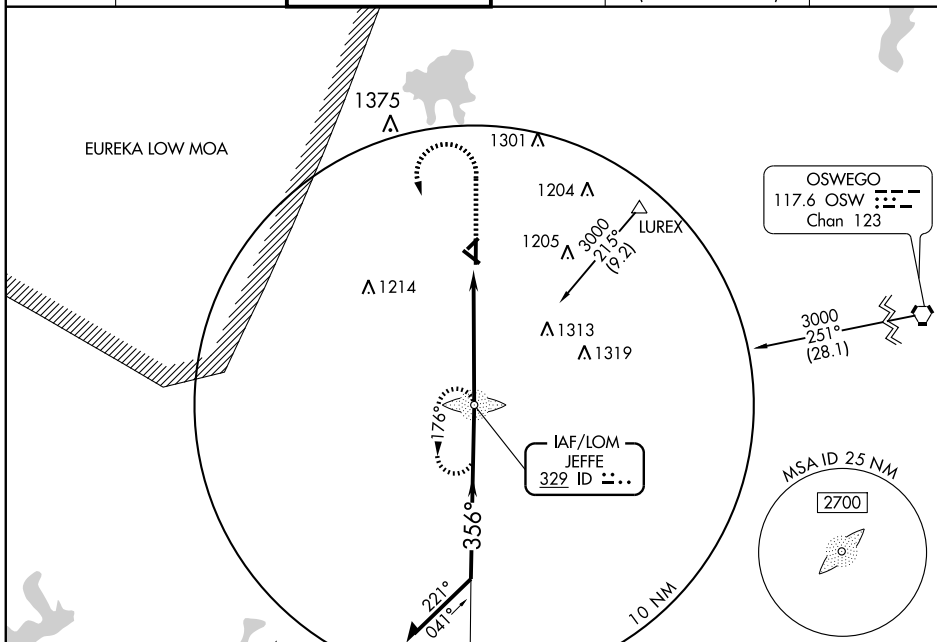
NA

MALSR

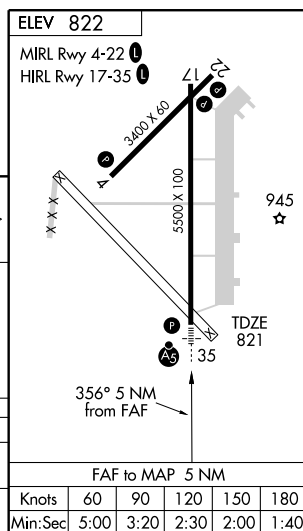


MISSED APPROACH: Climb to 1900 then climbing left turn to 2500 direct JEFFE LOM and hold.

AWOS-3 118.525	KANSAS CITY CENTER 132.9 279.5	INDEPENDENCE TOWER ★ 126.075 (CTAF) 0	GND CON 119.225	KANSAS CITY CLNC DEL 121.65 (When tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
S-35	1360- $\frac{3}{4}$	539 (600- $\frac{3}{4}$)	1360-1 539 (600-1)	NA
CIRCLING	1360-1	538 (600-1)	1360-1 $\frac{1}{2}$ 538 (600-1 $\frac{1}{2}$)	NA



APP CRS	Rwy Idg	5500
175°	TDZE	821
	Apt Elev	825

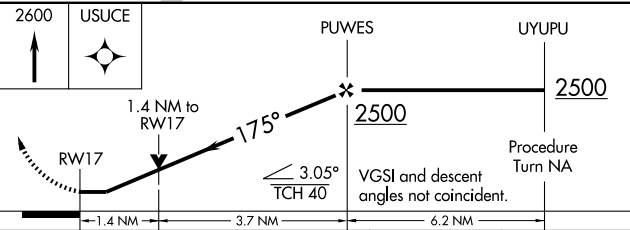
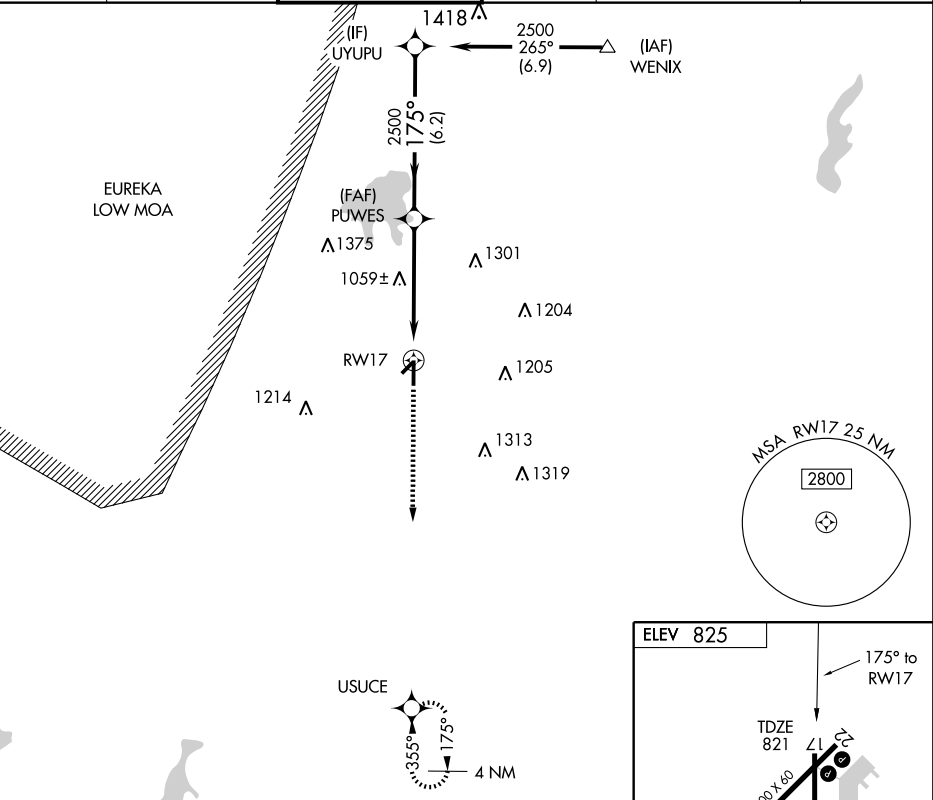
RNAV (GPS) RWY 17
INDEPENDENCE MUNI (IDP)

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Coffeyville altimeter setting. When local altimeter setting not received, use Coffeyville altimeter setting and increase all MDA 40 feet and increase LNAV Cat C visibility ¼ mile.

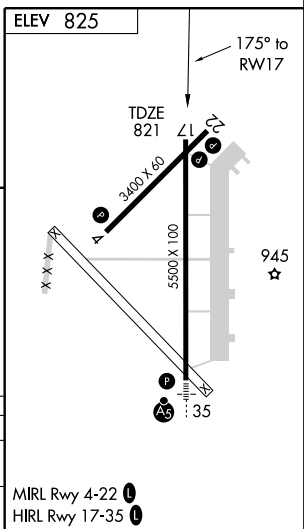
⚠ NA

MISSED APPROACH: Climb to 2600 direct USUCE and hold.

AWOS-3 118.525	KANSAS CITY CENTER 132.9 279.5	INDEPENDENCE TOWER ★ 126.075 (CTAF) 0	GND CON 119.225	KANSAS CITY CLNC DEL 121.65 (When tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	1320-1	499 (500-1)	1320-1¼ 499 (500-1¼)	NA
CIRCLING	1320-1	495 (500-1)	1320-1½ 495 (500-1½)	NA



WAAS CH 53310 W35A	APP CRS 355°	Rwy Idg TDZE 821 Apt Elev 825
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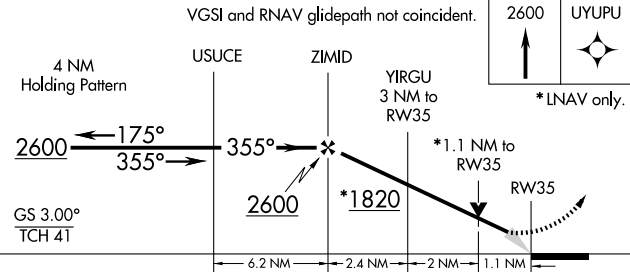
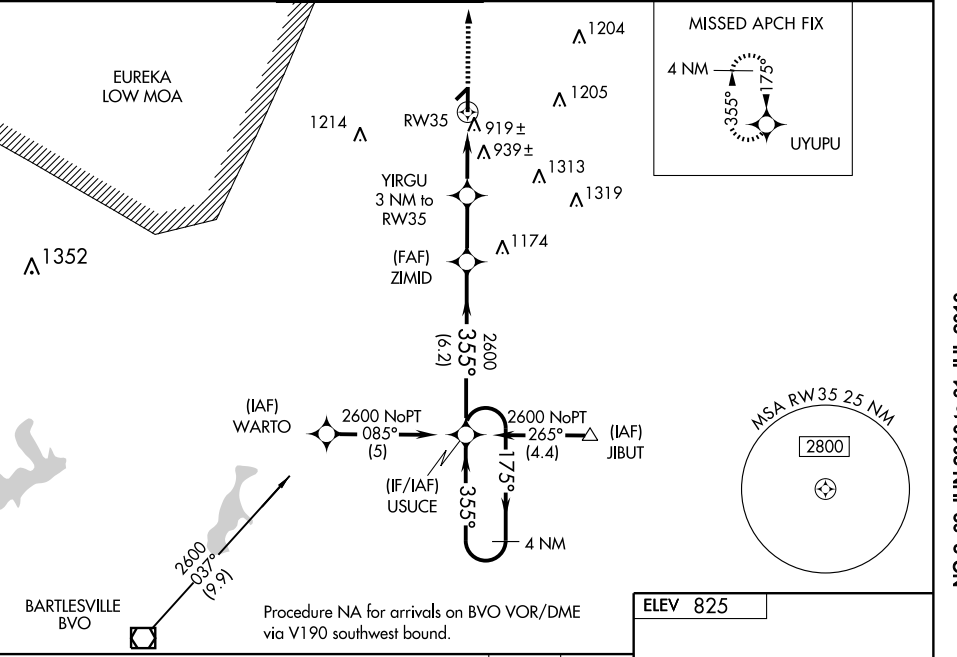
▲ NA

For inoperative MALS, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Coffeyville altimeter setting. When local altimeter setting not received, use Coffeyville altimeter setting and increase all DA 35 feet and all MDA 40 feet. Increase LNAV Cat C visibility ¼ mile.

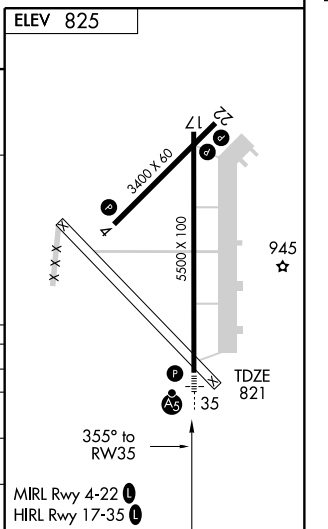
MALS

MISSED APPROACH: Climb to 2600 direct UYUPU and hold.

AWOS-3 118.525	KANSAS CITY CENTER 132.9 279.5	INDEPENDENCE TOWER ★ 126.075 (CTAF) 0	GND CON 119.225	KANSAS CITY CLNC DEL 121.65 (When tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	1071-½	250 (300-½)		NA
LNAV/VNAV DA	1217-1	396 (400-1)		NA
LNAV MDA	1200-½	379 (400-½)		NA
CIRCLING	1300-1	475 (500-1)	1300-1½ 475 (500-1½)	NA



ADF or DME REQUIRED. When local altimeter setting not received, use Coffeyville altimeter setting and increase all MDA 40 feet, and Cat. C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3100 via BVO VOR/DME R-023 to BVO VOR/DME and hold.

AWOS-3	KANSAS CITY CENTER	INDEPENDENCE TOWER ★	GND CON	KANSAS CITY CLNC DEL	UNICOM
118.525	132.9 279.5	126.075 (CTAF) 0	119.225	121.65 (When tower closed)	122.95


	VOR/DME	MADGE INT BVO 9.5	SOMEY INT BVO 17.2	MANGK BVO 22.2
	3100	3100	2500	
	023°	023°		
Procedure Turn NA	9.5 NM	7.8 NM	5 NM	
CATEGORY	A	B	C	D
CIRCLING	1420-1 595 (600-1)	1420-1¼ 595 (600-1¼)	1420-1½ 595 (600-1½)	NA

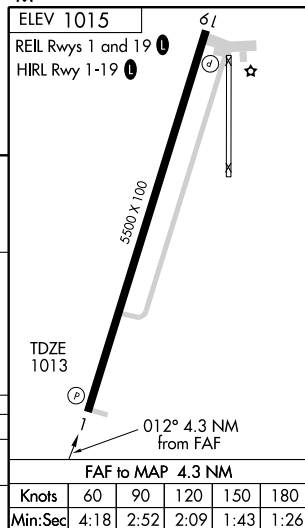
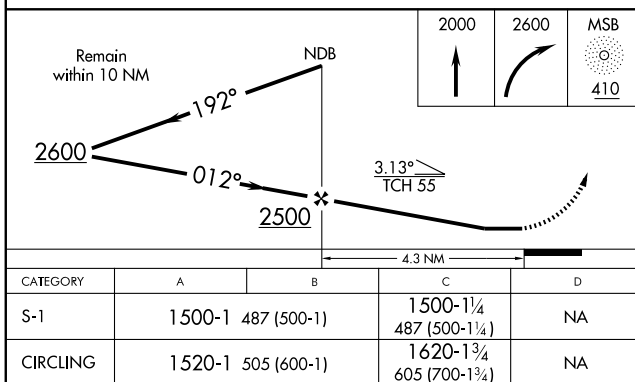
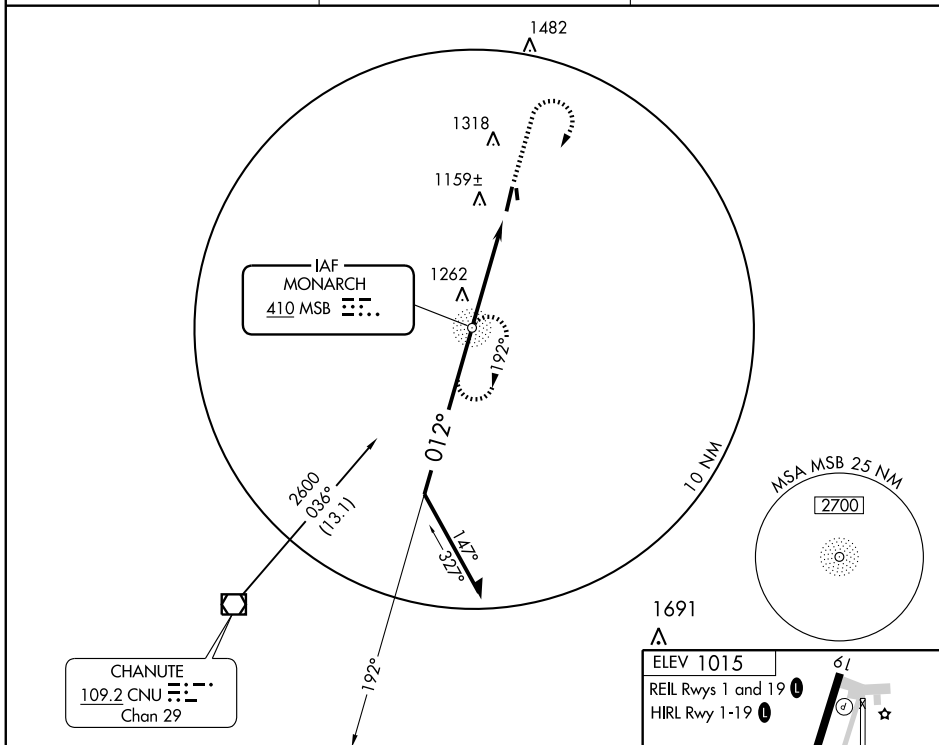
ELEV 825	MIRL Rwy 4-22	HIRL Rwy 17-35			
	3400 X 60	5500 X 100			
	35	945			
	023° 5 NM from FAF				
	FAF to MAP 5 NM				
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NC-2, 03 JUN 2010 to 01 JUL 2010

NDB MSB 410	APP CRS 012°	Rwy Idg 5500 TDZE 1013 Apt Elev 1015
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NDB RWY 1
IOLA/ALLEN COUNTY (K88)

 NA	Visibility reduction by helicopters NA. When local altimeter setting not received, Use Chanute altimeter setting and increase all MDA 40 feet, increase S-1 Cat C visibility ¼.		MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct MSB NDB and hold.
AWOS-3 128.325	KANSAS CITY CENTER 127.725 270.25	UNICOM 122.8 (CTAF) 0	



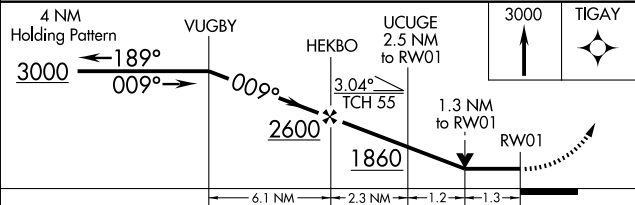
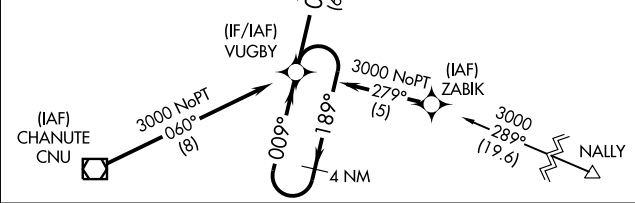
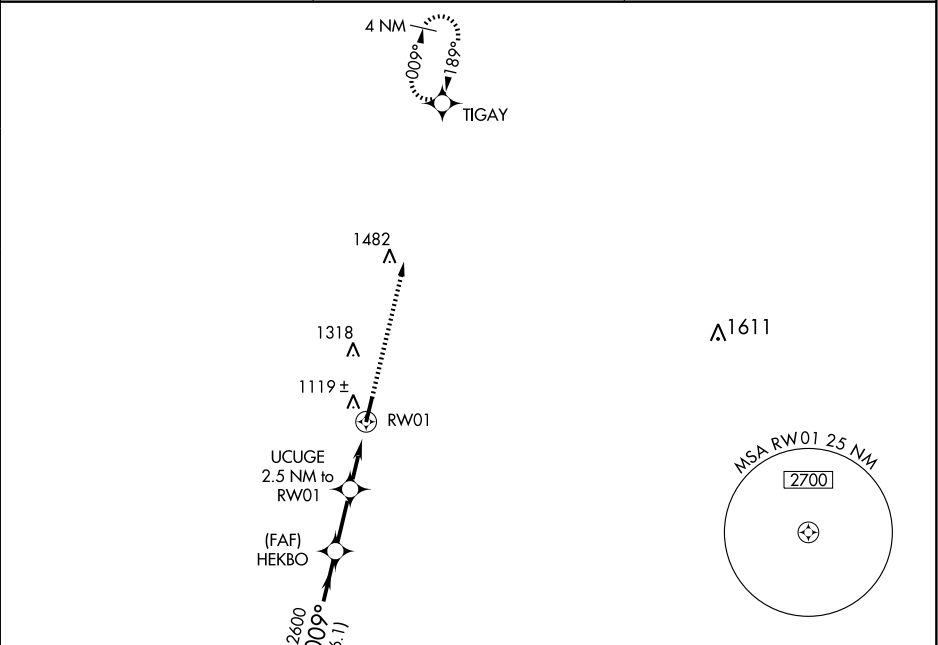
APP CRS	Rwy Idg	5500
009°	TDZE	1013
	Apt Elev	1015

RNAV (GPS) RWY 1

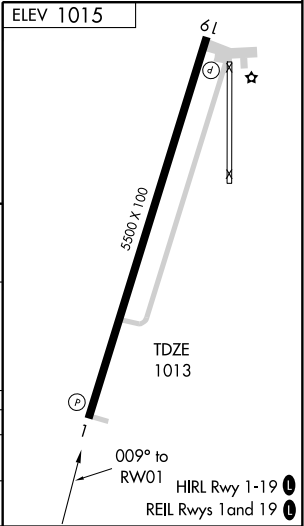
IOLA/ALLEN COUNTY (K88)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Chanute altimeter setting and increase all MDA 40 feet. VDP NA when using Chanute altimeter setting.	MISSED APPROACH: Climb to 3000 direct TIGAY and hold.
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AWOS-3 128.325	KANSAS CITY CENTER 127.725 270.25	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	1460-1	447 (500-1)	1460-1¼ 447 (500-1¼)	NA
CIRCLING	1520-1	505 (600-1)	1620-1¾ 605 (700-1¾)	NA



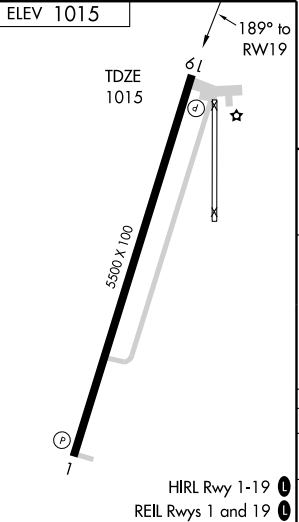
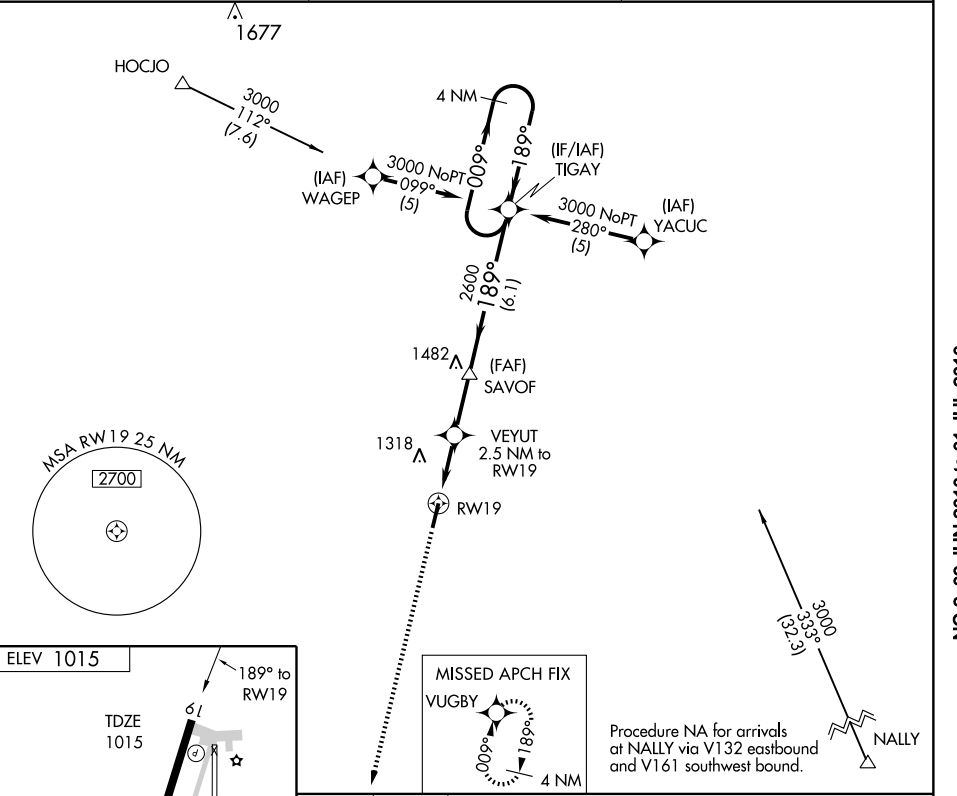
▼

▲ NA

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Chanute altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct VUGBY and hold.

AWOS-3 128.325	KANSAS CITY CENTER 127.725 270.25	UNICOM 122.8 (CTAF) 0
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<div>3000</div> <div>VUGBY</div> <div>VEYUT 2.5 NM to RW19</div> <div>SAVOF</div> <div>TIGAY</div> <div>4 NM Holding Pattern</div> <div>009°</div> <div>189°</div> <div>3000</div> <div>3.04°</div> <div>TCH 52</div> <div>2600</div> <div>1860</div> <div>2.5 NM</div> <div>2.3 NM</div> <div>6.1 NM</div>				
CATEGORY	A	B	C	D
RNAV MDA	1460-1 445 (500-1)		1460-1¼ 445 (500-1¼)	NA
CIRCLING	1520-1 505 (600-1)		1620-1¾ 605 (700-1¾)	NA

NC-2. 03 JUN 2010 to 01 JUL 2010

Diagram illustrating the MIRA 17-35L approach. The diagram shows a vertical runway with a width of 5200 x 75. A star symbol is located 35 units from the runway. A horizontal distance of 1889 x 60 is marked. A circle with a 'P' is shown. The diagram also shows a 349-degree angle from the 5500 altitude to the NDB, and a 169-degree angle from the 5500 altitude to the 4200 altitude. The NDB is located 2.7 NM from the runway. The diagram also shows a 2.87-degree angle from the 4200 altitude to the TCH 50. The diagram also shows a 341-degree angle from the 5500 altitude to the JHN. The diagram also shows a 341-degree angle from the 5500 altitude to the JHN. The diagram also shows a 341-degree angle from the 5500 altitude to the JHN.

APP CRS
169°

Rwy Idg **5200**
TDZE **3324**
Apt Elev **3324**

RNAV (GPS) RWY 17
JOHNSON/ STANTON COUNTY MUNI (2K3)

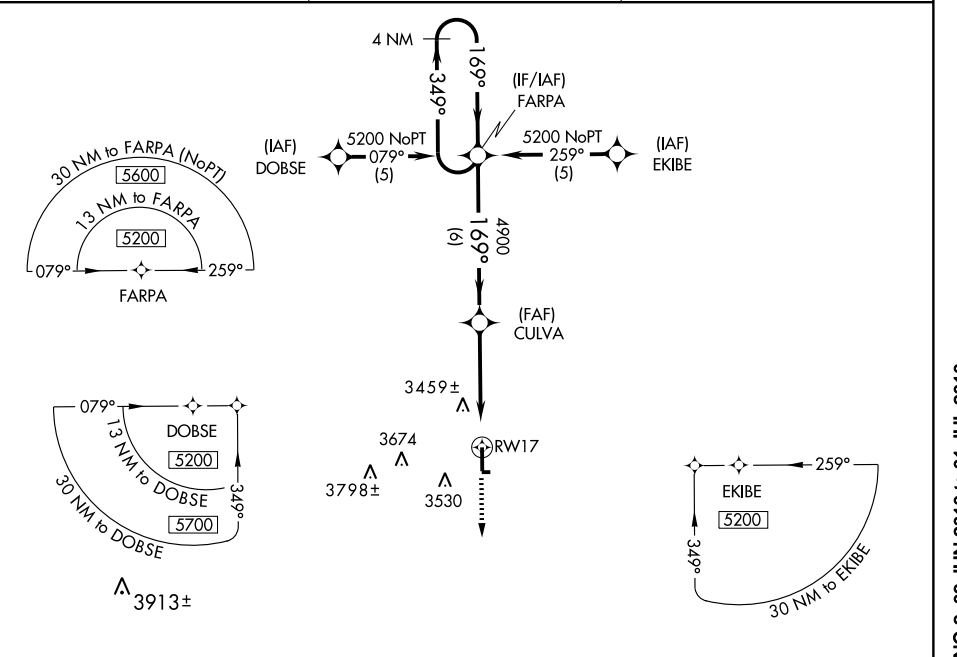
NA Obtain local altimeter setting on CTAF, if not received, use ULYSSES altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climb to 5200 direct NULIC WP and hold.

AWOS-3
124.175

KANSAS CITY CENTER
125.2 269.4

UNICOM
122.8 (CTAF)



ELEV 3324

TDZE 3324

169° to RWY17

3913±

NULIC

4 NM

169°

349°

4 NM Holding Pattern

FARPA

5200

349°

169°

4900

3.04°

TCH 45

6 NM

3.6 NM

1.2

1.2 NM to RWY17

RWY17

*VDP NA with ULYSSES altimeter setting.

5200

NULIC

VGSI and descent angles not coincident.

CATEGORY	A	B	C	D
LNAV MDA	3720-1	396 (400-1)		3720-1¼ 396 (400-1¼)
CIRCLING	3760-1 436 (500-1)	3840-1 516 (600-1)	3840-1½ 516 (600-1½)	3880-2 556 (600-2)

MIRL Rwy 17-35

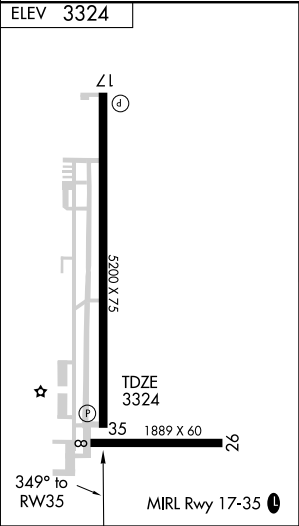
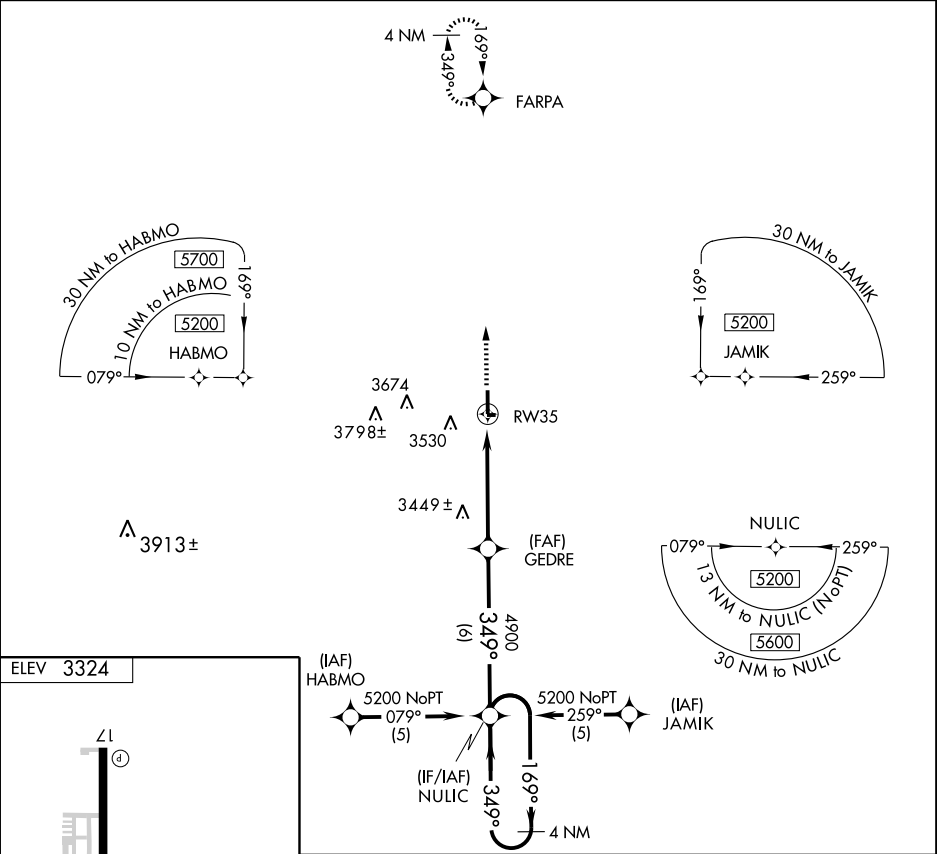
APP CRS 349°	Rwy Idg TDZE Apt Elev	5200 3324 3324
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RNAV (GPS) RWY 35

JOHNSON/ STANTON COUNTY MUNI (2K3)

NA Obtain local altimeter setting on CTAF, if not received, use ULYSSES altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.	MISSED APPROACH: Climb to 5200 direct FARPA WP and hold.
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AWOS-3 124.175	KANSAS CITY CENTER 125.2 269.4	UNICOM 122.8 (CTAF)
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5200	FARPA	*VDP NA with ULYSSES altimeter setting.		4 NM Holding Pattern	
CATEGORY	A		B	C	D
LNAV MDA	3720-1 396 (400-1)				3720-1¼ 396 (400-1¼)
CIRCLING	3760-1 436 (500-1)	3840-1 516 (600-1)	3840-1½ 516 (600-1½)	3880-2 556 (600-2)	

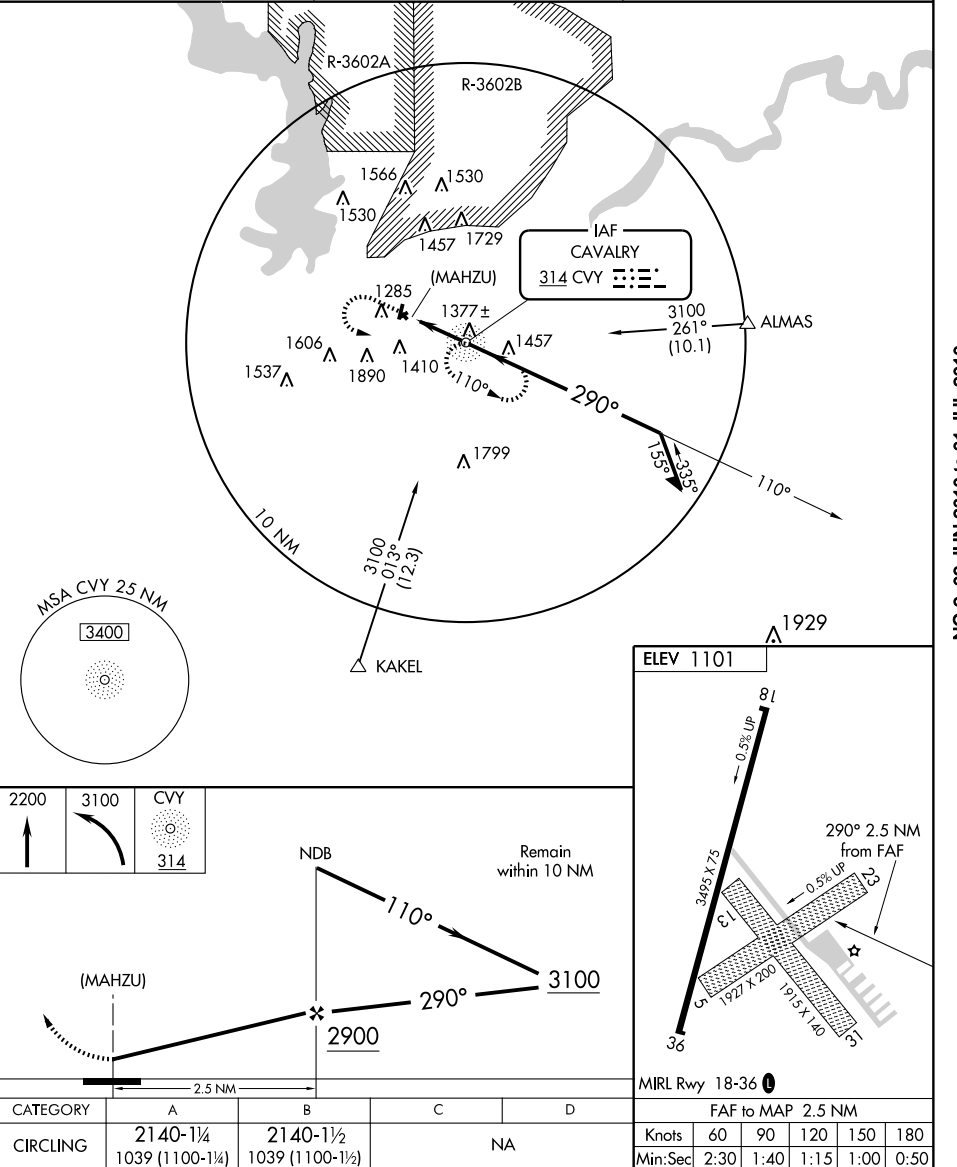
T

NA

Use Marshall AAF, KS altimeter setting.

MISSED APPROACH: Climb to 2200 then climbing left turn to 3100 direct CVY NDB and hold.

MARSHALL AAF, KS ASOS 118.375	MARSHALL AAF GCA ★ 121.25 254.35	UNICOM 122.8 (CTAF) 0
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NC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS 355°	Rwy Idg 3495 TDZE 1101 Apt Elev 1101
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RNAV (GPS) RWY 36

JUNCTION CITY/FREEMAN FIELD (3JC)

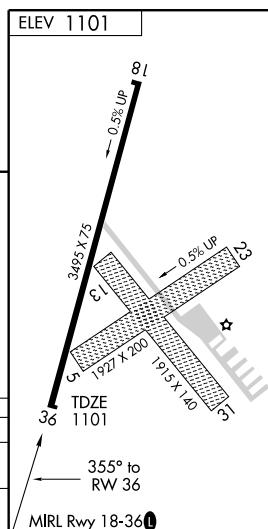
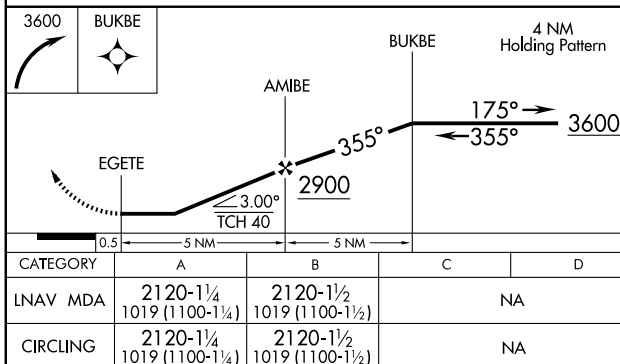
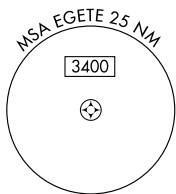
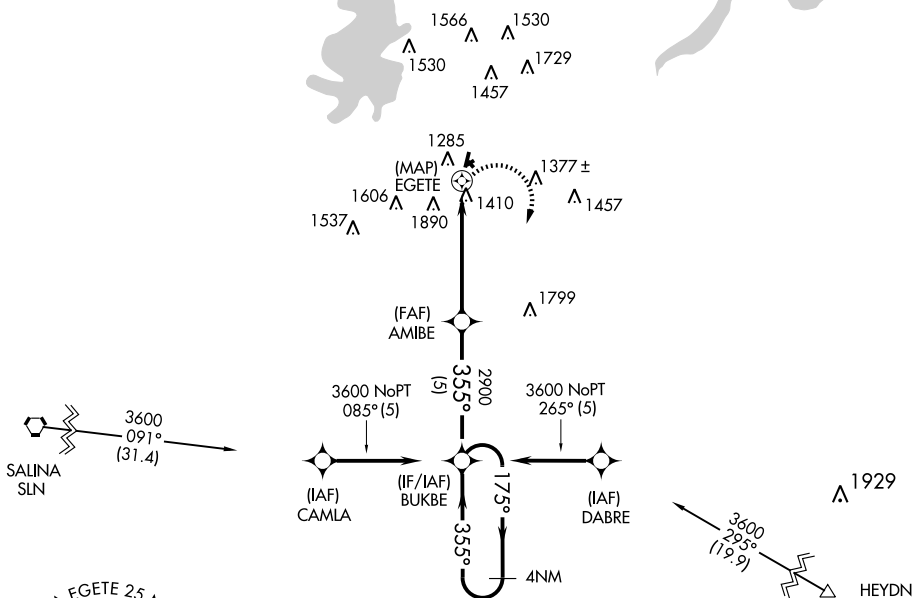
T Use Marshall AAF, KS altimeter setting.
Circling not authorized west of runway 18/36.

A NA
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3600 direct BUKBE WP and hold.

MARSHALL AAF, KS ASOS
118.375

MARSHALL AAF GCA★
121.25 254.35

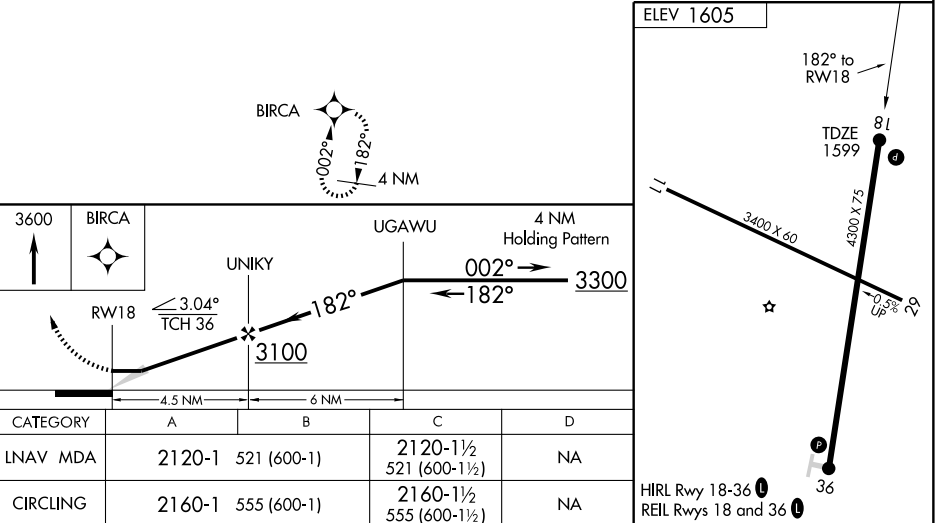
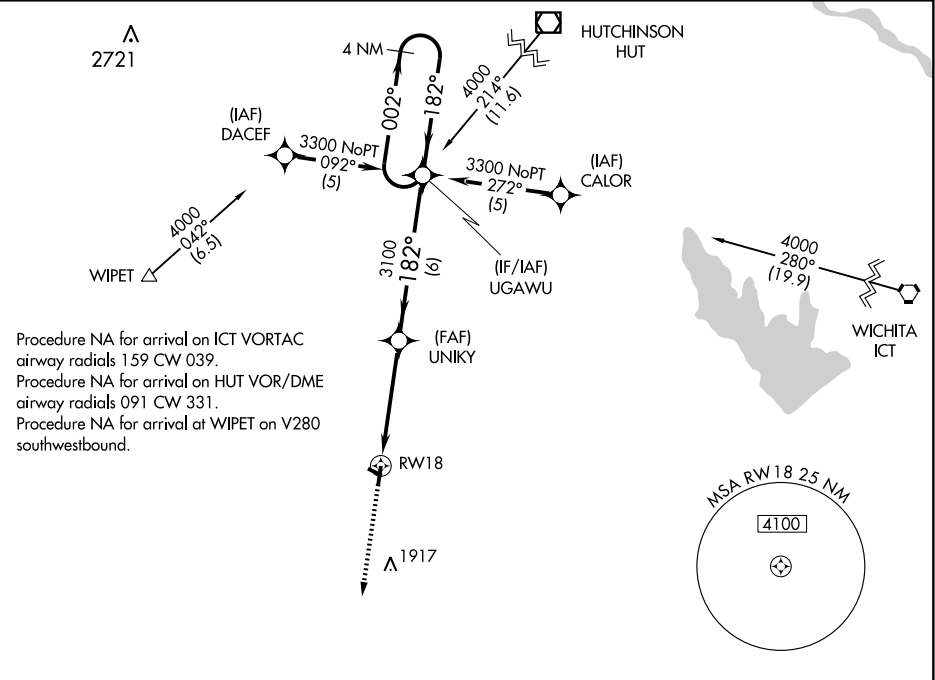
UNICOM
122.8 (CTAF) 

APP CRS	Rwy Idg	4300
182°	TDZE	1599
	Apt Elev	1605

KINGMAN AIRPORT - CLYDE CESSNA FIELD (9K8)

▲ NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climb to 3600 direct BIRCA WP and hold.
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AWOS-3 119.325	WICHITA APP CON 125.5 306.2	UNICOM 122.8 (CTAF) 0
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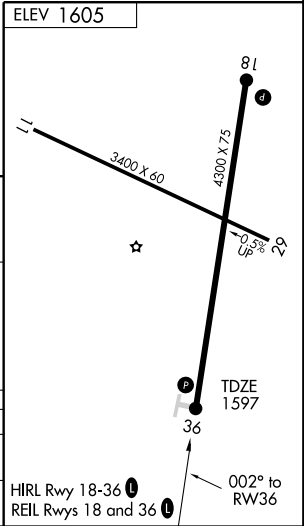
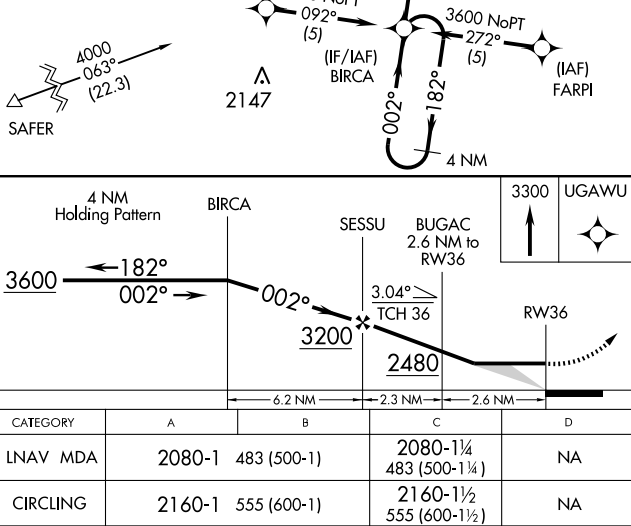
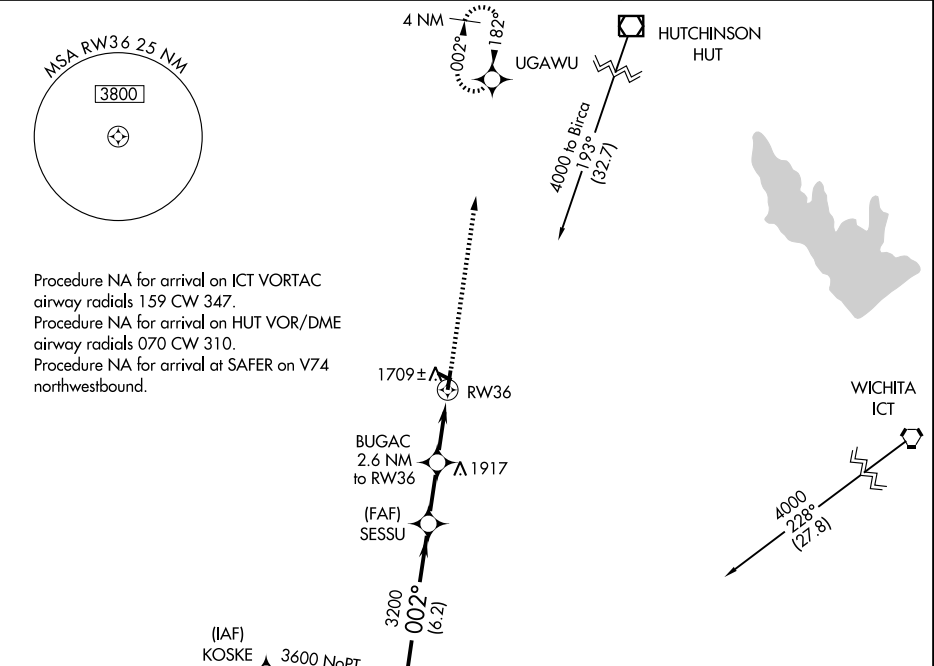
APP CRS	Rwy Idg	4300
002°	TDZE	1597
	Apt Elev	1605

RNAV(GPS) RWY 36

KINGMAN AIRPORT - CLYDE CESSNA FIELD (9K8)

▲ NA	GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Use Wichita Mid-Continent altimeter setting. Procedure NA at night.	MISSED APPROACH: Climb to 3300 direct UGAWU WP and hold.
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AWOS-3 119.325	WICHITA APP CON 125.5 306.2	UNICOM 122.8 (CTAF) 0
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▲ NA

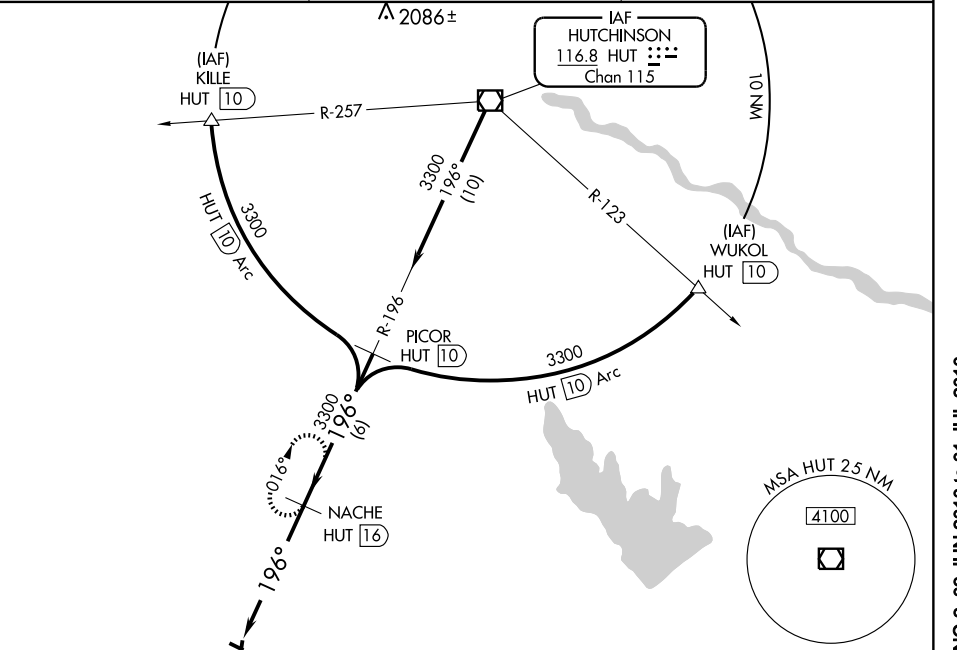
Use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3300 via HUT R-196 to NACHE/16 DME and hold.

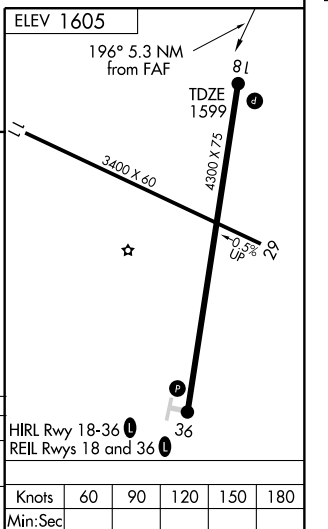
AWOS-3
119.325

WICHITA APP CON
125.5 306.2

UNICOM
122.8 (CTAF) 0



	2500 ↑	3300 HUT R-196	NACHE HUT 16	NACHE HUT 16	PICOR HUT 10	
			HUT 21.3	3300	3300	Procedure Turn NA
			5.3 NM	6 NM		
CATEGORY	A	B	C	D		
S-18	2320-1 721 (800-1)	2320-1¼ 721 (800-1¼)	2320-2 721 (800-2)	NA		
CIRCLING	2320-1 715 (800-1)	2320-1¼ 715 (800-1¼)	2320-2 715 (800-2)	NA		



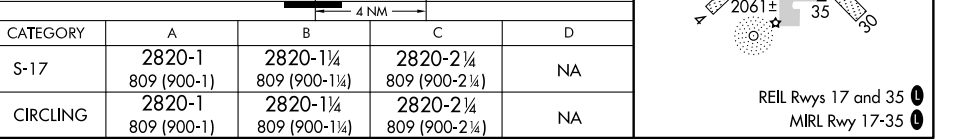
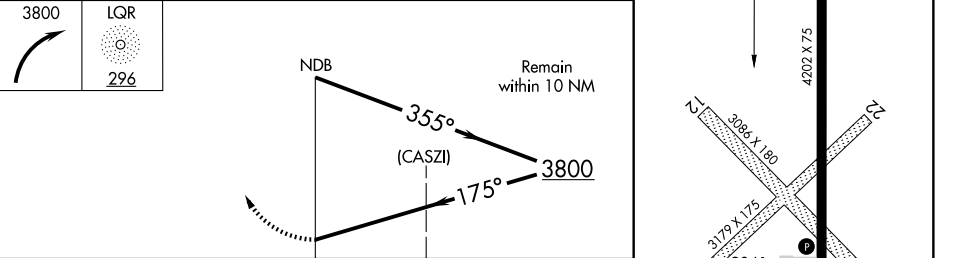
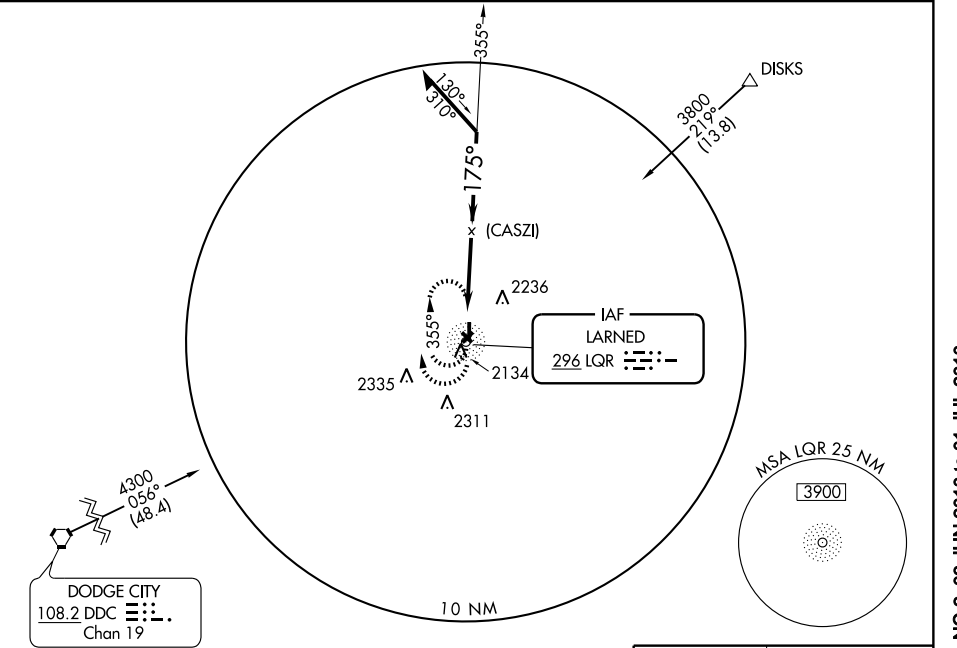
NC-2. 03 JUN 2010 to 01 JUL 2010

▲ NA

Use Russell altimeter setting.

MISSED APPROACH: Climbing right turn to 3800 in LQR NDB holding pattern.

AWOS-3 119.875	KANSAS CITY CENTER 124.4 322.4	UNICOM 122.8 (CTAF) 0
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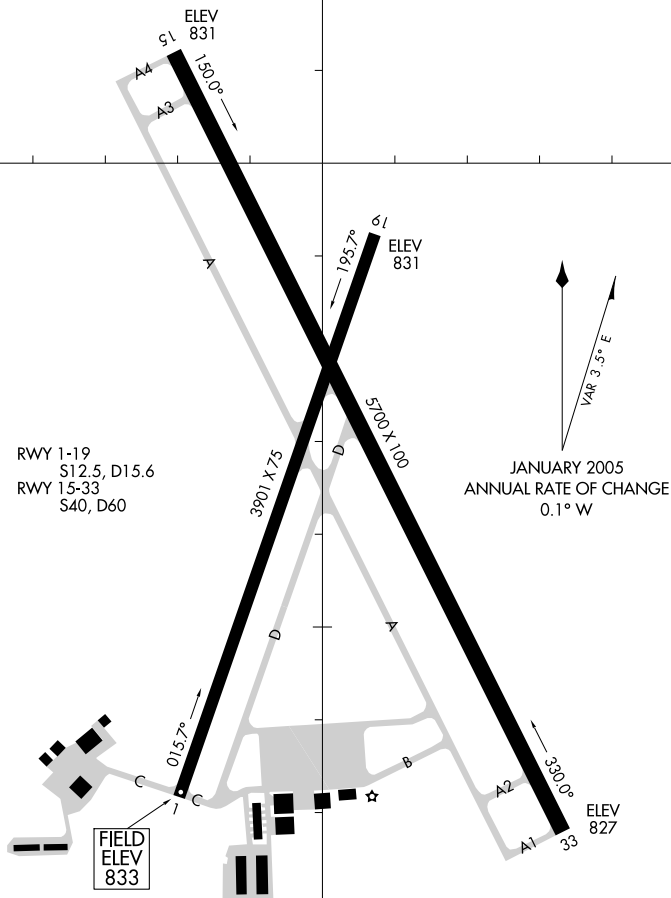


AIRPORT DIAGRAM

AL-5481 (FAA)

LAWRENCE MUNI (LWC)
LAWRENCE, KANSAS

ASOS
121.225
CTAF/UNICOM
123.0



NC-2, 03 JUN 2010 to 01 JUL 2010

▼

▲

When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DA 52 feet and all MDA 60 feet.

MALSR

AS

MISSED APPROACH: Climb to 2000 then climbing right turn to 3100 direct NEWBN LOM and hold.

ASOS	KANSAS CITY CENTER	CLNC DEL	UNICOM
121.225	123.8 343.7	121.825	123.0 (CTAF) 0

ELEV 833

MIRL Rwy 1-19 and 15-33 1 and 19 1

FAF to MAP 6.1 NM

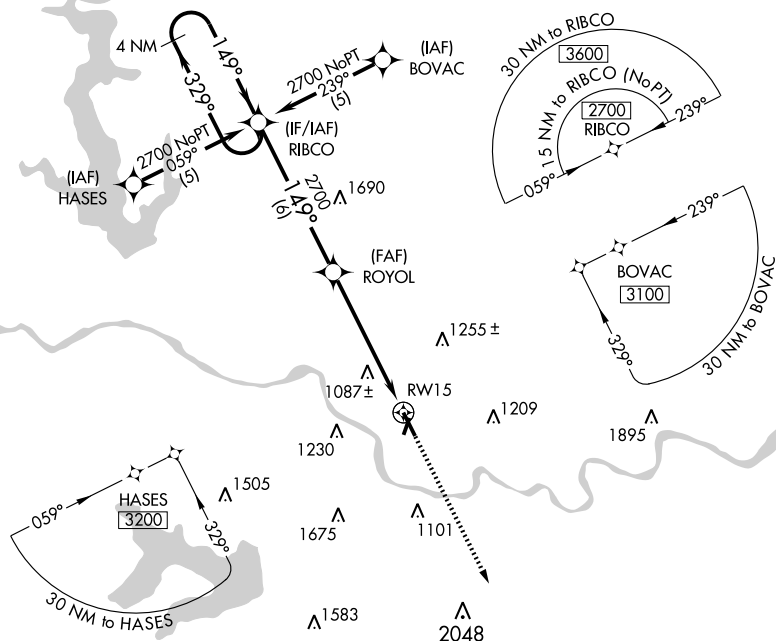
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

ADF REQUIRED

	2000	3100	NEWBN	
	<div>↑</div>	<div>↻</div>	<div></div>	
	VGSI and ILS glidepath not coincident.			
CATEGORY	A	B	C	D
S-ILS 33	1031-1/2 200 (200-1/2)			NA
S-LOC 33	1260-1/2	429 (500-1/2)	1260-3/4 429 (500-3/4)	NA
CIRCUING	1420-1	587 (600-1)	1440-1 3/4 607 (700-1 3/4)	NA

NC-2. 03 JUN 2010 to 01 JUL 2010

MISSED APPROACH: Climb to 3100 direct GOLEY and hold.

UNICOM
123.0 (CTAF) **L**

NC-2. 03 JUN 2010 to 01 JUL 2010

MIRL Rwy 1-19 and 15-33
REIL Rwy 1 and 19 **L**

GOLEY  150° 330° 4 NM

4 NM Holding Pattern

RIBCO ROYOL

2700 329° 149° 2700

3.05° TCH 45

6 NM 5.6 NM

RW15

3100 MSL GOLEY

▼

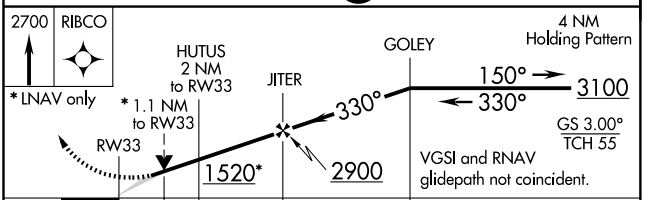
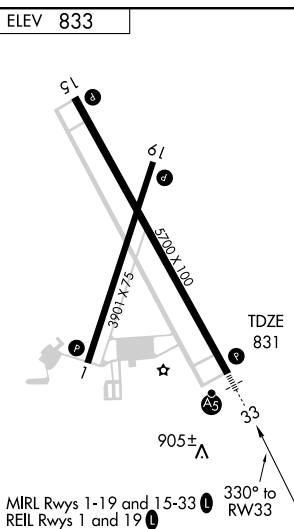
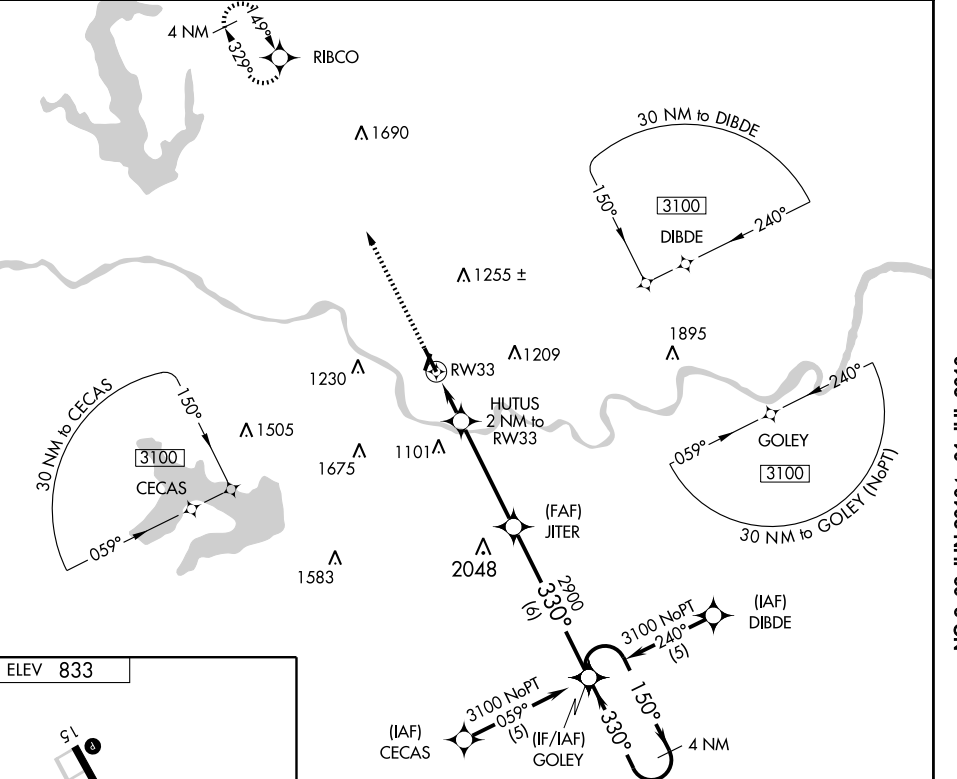
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME NP-0.3 NA. When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DA 52 feet and all MDA 60 feet and all LNAV/VNAV and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Philip Billard Muni altimeter setting.

MALSR
AS

MISSED APPROACH:
Climb to 2700 direct RIBCO and hold.

ASOS 121.225	KANSAS CITY CENTER 123.8 343.7	CLNC DEL 121.825	UNICOM 123.0 (CTAF) 1
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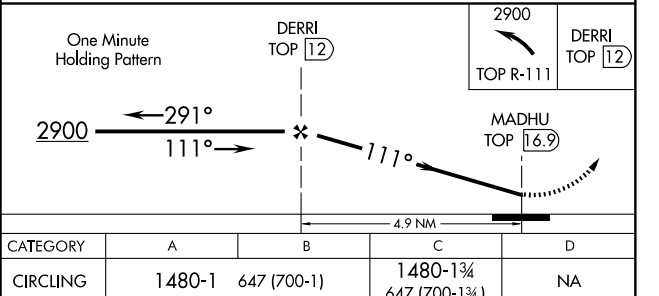
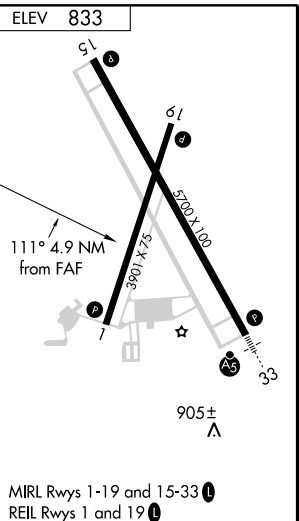
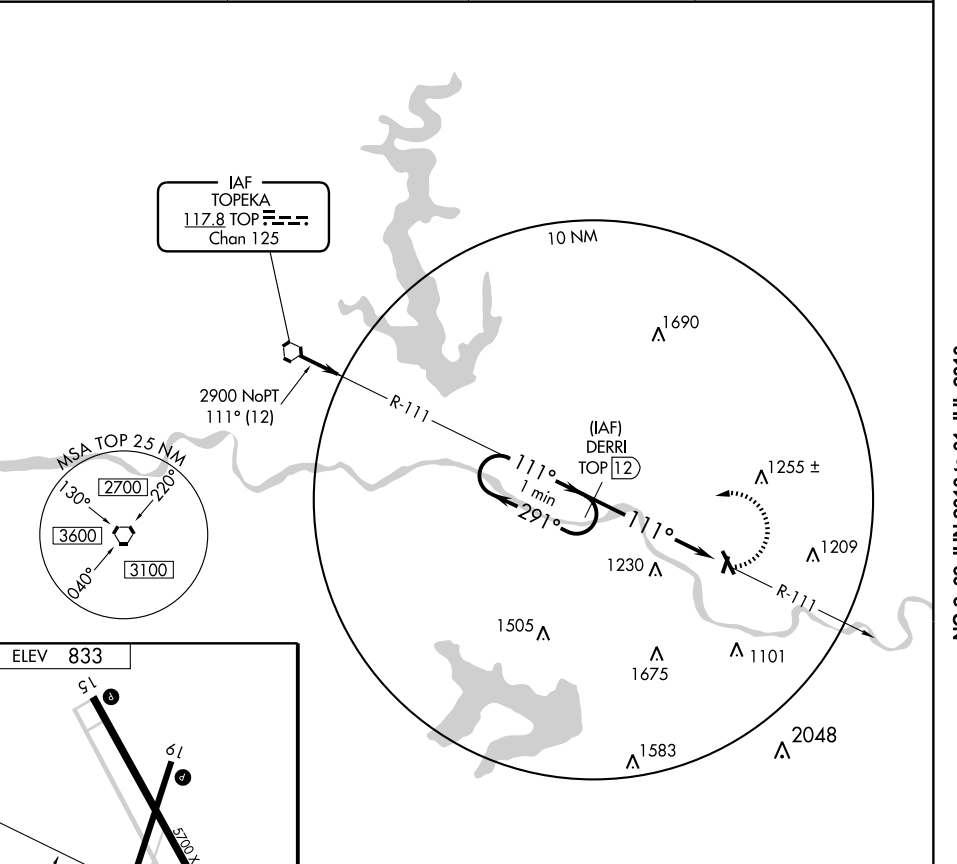


CATEGORY	A	B	C	D
LPV DA	1031-½	200 (200-½)		NA
LNAV/VNAV DA	1200-¾	369 (400-¾)		NA
LNAV MDA	1220-½	389 (400-½)		NA
CIRCLING	1420-1	587 (600-1)	1440-1¾ 607 (700-1¾)	NA

When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 via TOP VORTAC R-111 to DERRI 12 DME and hold.

ASOS 121.225	KANSAS CITY CENTER 123.8 343.7	CLNC DEL 121.825	UNICOM 123.0 (CTAF) 1
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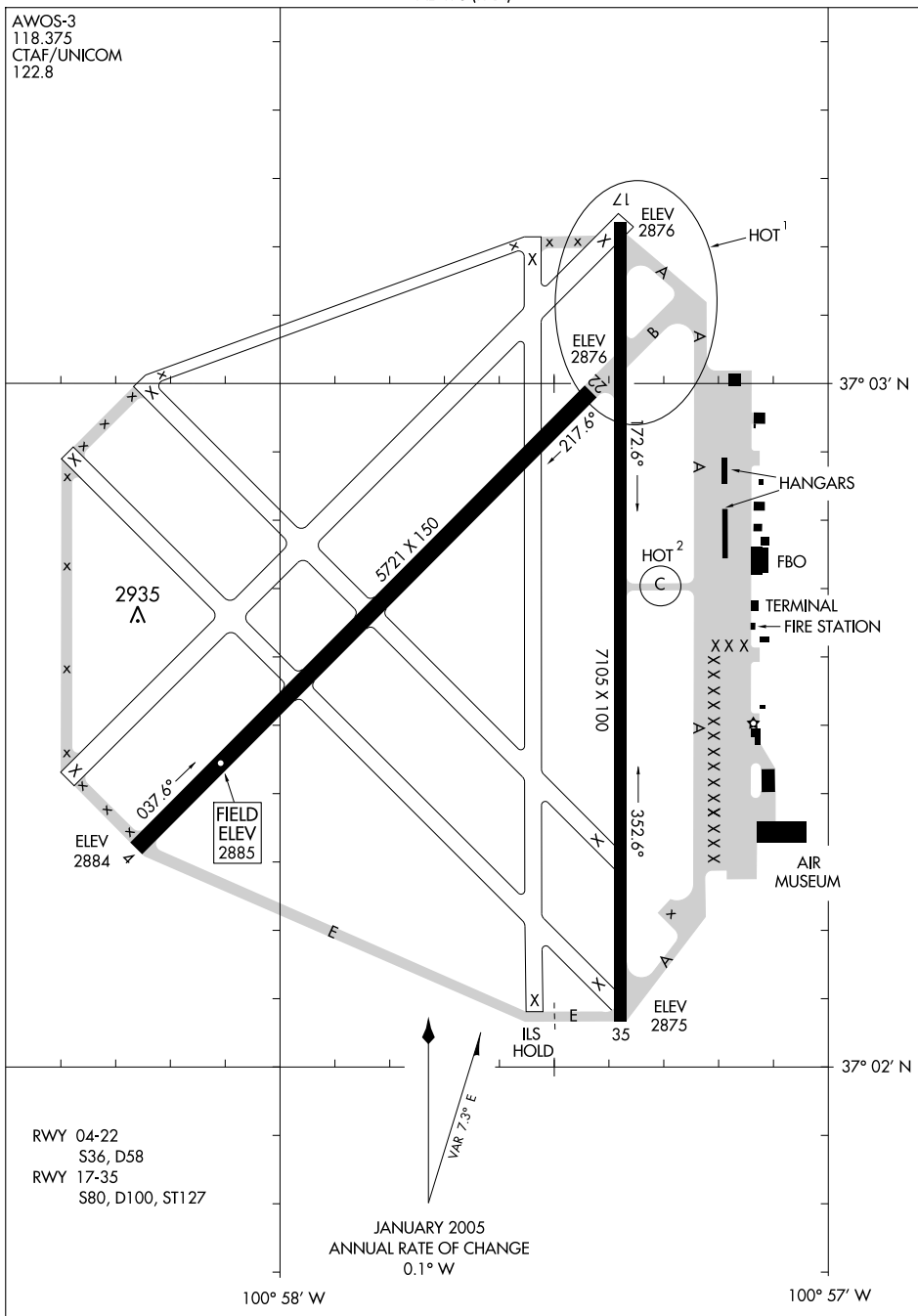


AIRPORT DIAGRAM

AL-498 (FAA)

LIBERAL MID-AMERICA RGNL (LBL)
LIBERAL, KANSAS


AWOS-3
118.375
CTAF/UNICOM
122.8



NC-2, 03 JUN 2010 to 01 JUL 2010

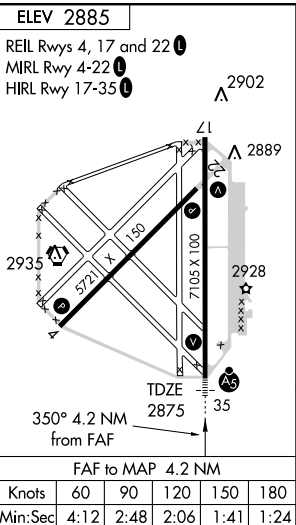
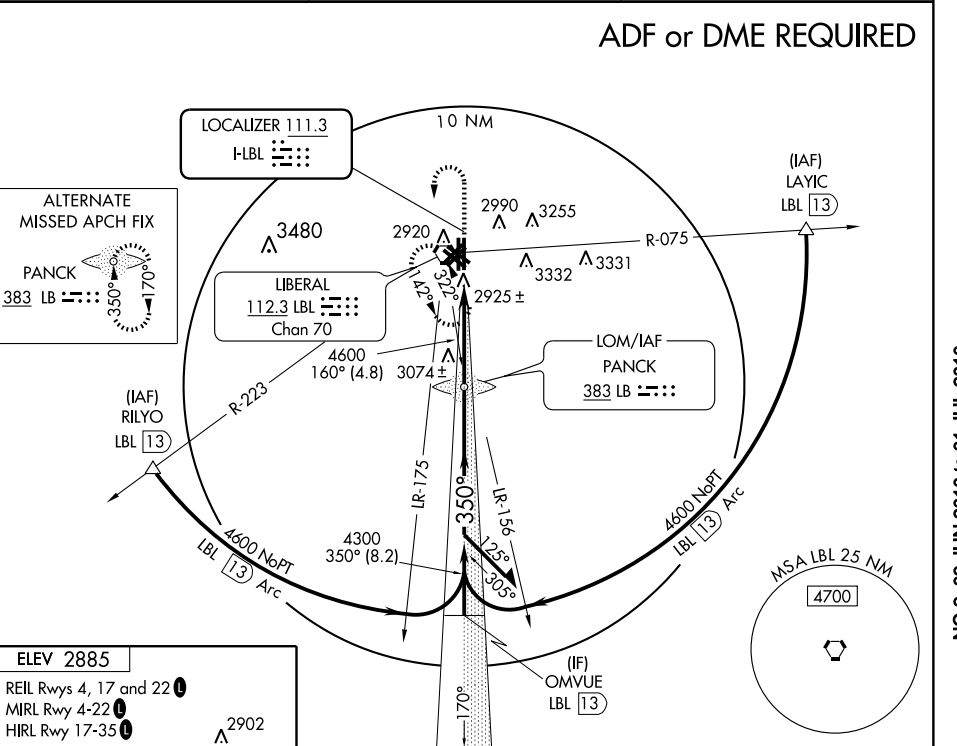
⚠ Circling NA east of Rwy 17-35. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet.




MALSR



MISSED APPROACH: Climb to 4600 then left turn direct LBL VORTAC and hold.

AWOS-3 118.375	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 
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<div>4600 ↑</div>		<div>LBL  112.3</div>		<div>LOM 4281</div>		<div>Remain within 10 NM</div>	
<div></div>				<div>170°</div>		<div>4600</div>	
				<div>350°</div>		<div>GS 3.00° TCH 56</div>	
<div></div>				<div>4300</div>		<div>VGSI and ILS glidepath not coincident.</div>	
<div>4.2 NM</div>							
CATEGORY	A	B	C	D			
S-ILS 35	3075-½ 200 (200-½)						
S-LOC 35	3260-½ 385 (400-½)					3260-¾ 385 (400-¾)	
CIRCLING	3340-1 455 (500-1)			3340-1½ 455 (500-1½)		3440-2 555 (600-2)	

WAAS CH 72905 W04A	APP CRS 035°	Rwy Idg TDZE Apt Elev	5721 2885 2885
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RNAV (GPS) RWY 4
LIBERAL MID-AMERICA RGNL (LBL)

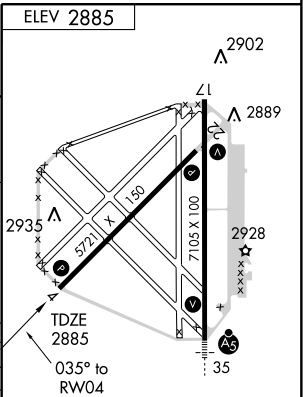
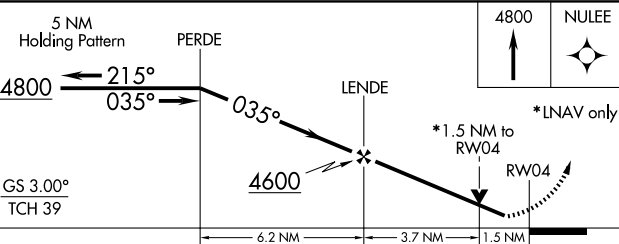
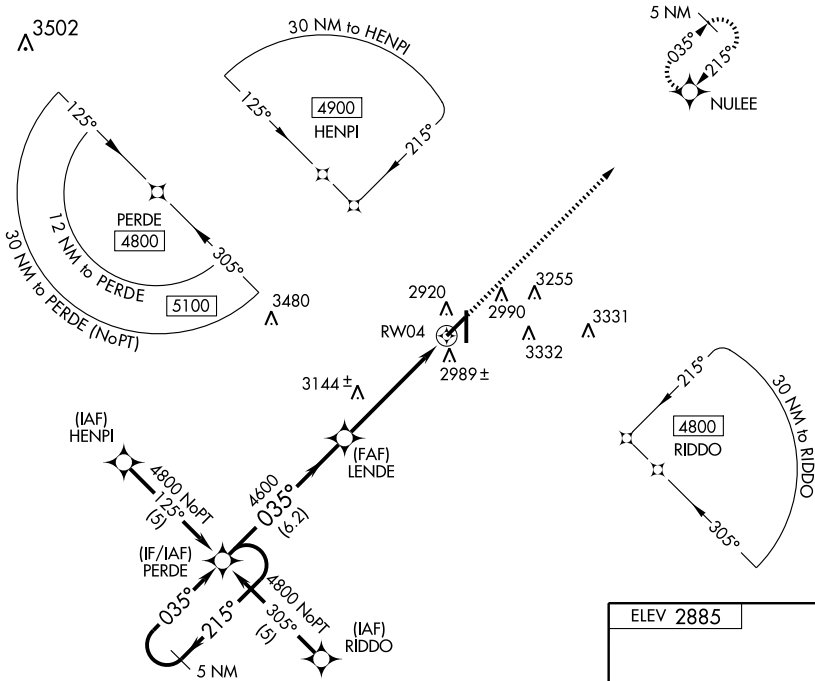
⚠ Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. VDP and Baro-VNAV NA when using Guymon Muni altimeter setting.

MISSED APPROACH: Climb to 4800 direct NULEE and hold.

AWOS-3
118.375

KANSAS CITY CENTER
134.0 290.8

UNICOM
122.8 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	3135-1	250 (300-1)		
LNAV/VNAV DA	3300-1½	415 (500-1½)		
LNAV MDA	3400-1 515 (600-1)	3400-1½ 515 (600-1½)	3400-1¾ 515 (600-1¾)	3400-2 555 (600-2)
CIRCLING	3400-1 515 (600-1)	3400-1½ 515 (600-1½)	3400-2 555 (600-2)	

REIL Rwy 4, 17 and 22 0
MIRL Rwy 4-22 0
HIRL Rwy 17-35 0

WAAS CH 78205 W17A	APP CRS 170°	Rwy Idg 7105 TDZE 2877 Apt Elev 2885
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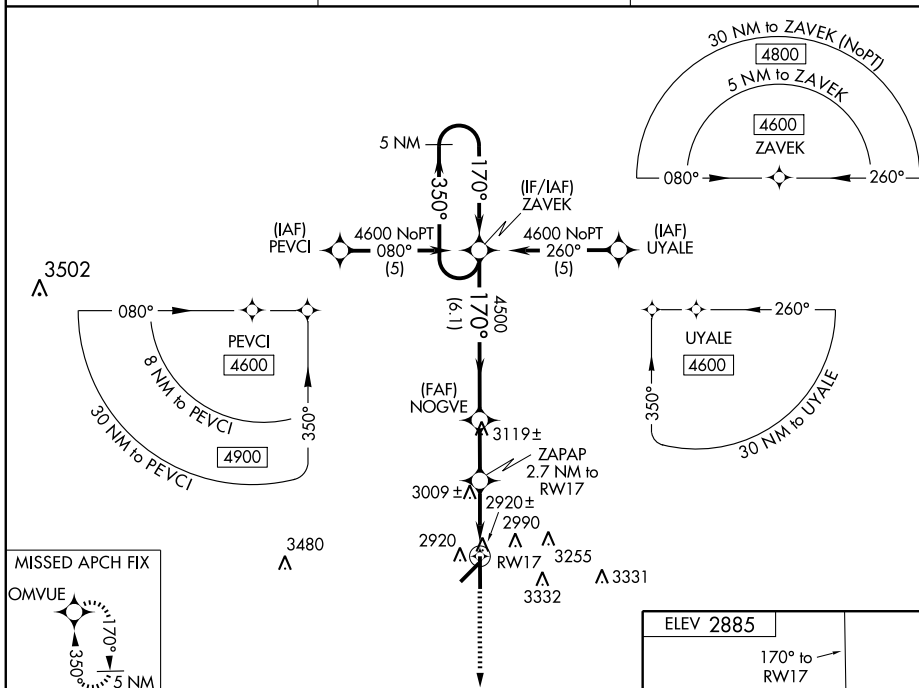
RNAV (GPS) RWY 17
LIBERAL MID-AMERICA RGNL (LBL)

- T** Circling NA east of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet. VDP and Baro-VNAV NA when using Guymon Muni altimeter setting.

MISSED APPROACH: Climb to 4500 direct OMVUE and hold.

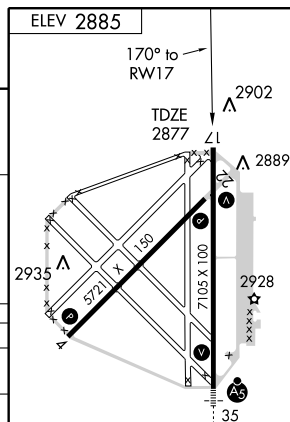
AWOS-3
118.375

KANSAS CITY CENTER
134.0 290.8

UNICOM
122.8 (CTAF) **L**

<p>5 NM Holding Pattern</p> <p>4600 ← 350° 170° →</p> <p>GS 3.00° TCH 50</p>	<p>ZAVEK</p> <p>170°</p>	<p>VGSI and RNAV glidepath not coincident.</p> <p>NOGVE</p> <p>4500</p> <p>*3780</p>	<p>ZAPAP 2.7 NM to RW17</p> <p>*1.1 NM to RW17</p> <p>RW17</p>	<p>4500</p> <p>OMVUE</p> <p>*RNAV only</p>
--	--------------------------	--	--	--

CATEGORY		A		B		C		D	
LPV	DA	3127-3/4 250 (300-3/4)							
LNAV/ VNAV	DA	3320-1 1/2 443 (500-1 1/2)							
LNAV	MDA	3260-1 383 (400-1)							3260-1 1/4 383 (400-1 1/4)
CIRCLING		3340-1 455 (500-1)				3340-1 1/2 455 (500-1 1/2)		3440-2 555 (600-2)	



REIL Rwy 4, 17 and 22 **L**
MIRL Rwy 4-22 **L**
HIRL Rwy 17-35 **L**

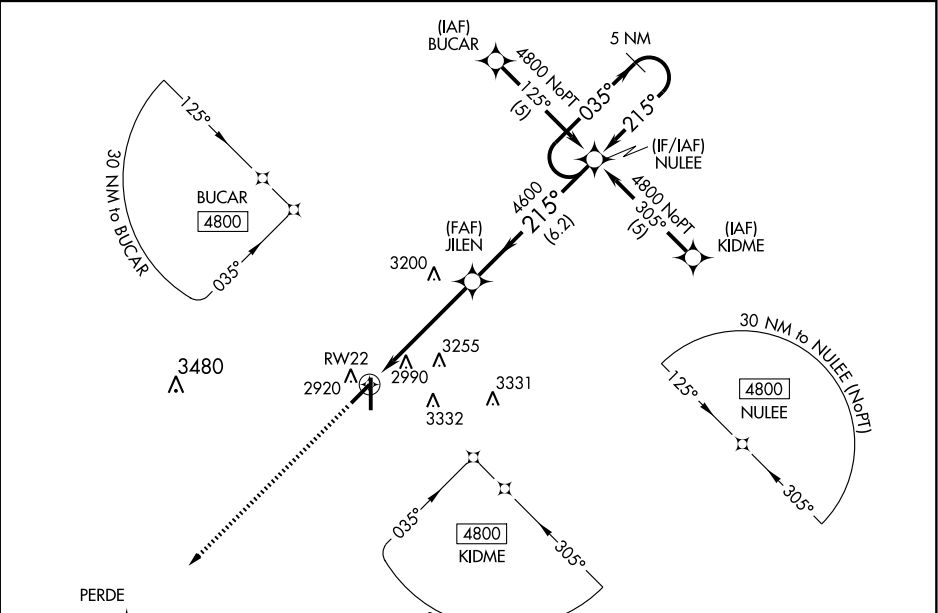
WAAS CH 90405 W22A	APP CRS 215°	Rwy Idg TDZE Apt Elev	5721 2877 2885
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RNAV (GPS) RWY 22
LIBERAL MID-AMERICA RGNL (LBL)

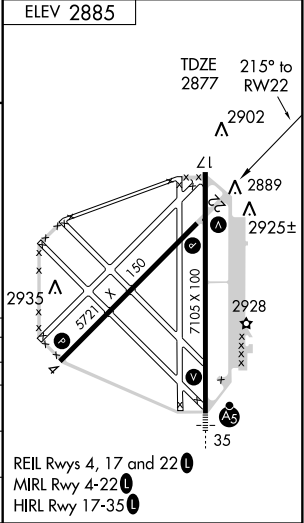
⚠ Circling NA east of Rwy 17-35. Baro-VNAV NA when using Guymon Muni altimeter setting.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all DAs 112 feet and all MDAs 120 feet.

MISSED APPROACH:
Climb to 4800 direct PERDE and hold.

AWOS-3 118.375	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 0
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		30 NM to KIDME		
4800 ↑	PERDE 	VGSI and RNAV glidepath not coincident.		
		NULEE	5 NM Holding Pattern	
		4800		
		GS 3.00° TCH 40		
5.2 NM		6.2 NM		
CATEGORY	A	B	C	D
LPV DA	3127-1 250 (300-1)			
LNAV/VNAV DA	3185-1 308 (300-1)			
LNAV MDA	3480-1 603 (600-1)		3480-1¾ 603 (600-1¾)	3480-2 603 (600-2)
CIRCLING	3480-1 595 (600-1)		3480-1¾ 595 (600-1¾)	3480-2 595 (600-2)



REIL Rwy 4, 17 and 22
MIRL Rwy 4-22
HIRL Rwy 17-35

VORTAC LBL <u>112.3</u> Chan 70	APP CRS 196°	Rwy Idg 7105 TDZE 2877 Apt Elev 2885
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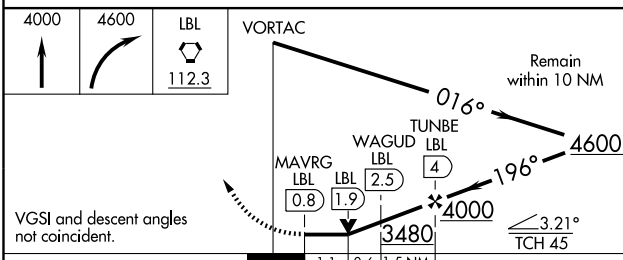
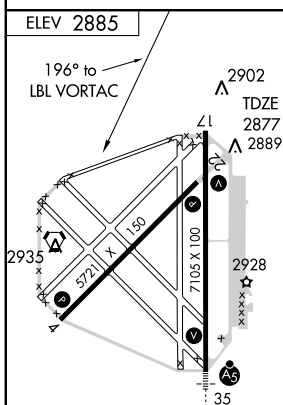
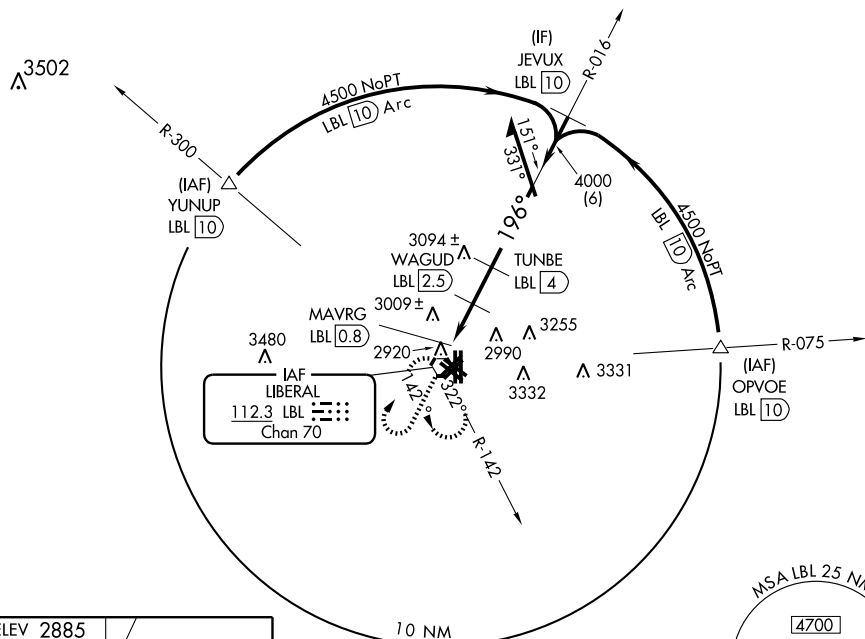
VOR/DME RWY 17

LIBERAL MID-AMERICA RGNL (LBL)

- T** Circling NA east of Rwy 17-35. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA. VDP NA when using Guymon Muni altimeter setting.

MISSED APPROACH: Climb to 4000 then climbing right turn to 4600 direct LBL VORTAC and hold.

AWOS-3 118.375	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-17	3260-1 383 (400-1)			3260-1¼ 383 (400-1¼)
CIRCLING	3340-1 455 (500-1)		3340-1½ 455 (500-1½)	3440-2 555 (600-2)

VOR RWY 4

LIBERAL MID-AMERICA RGNL (LBL)

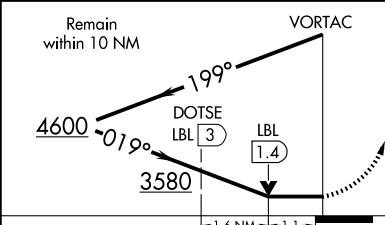
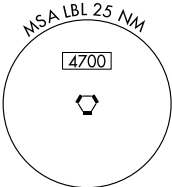
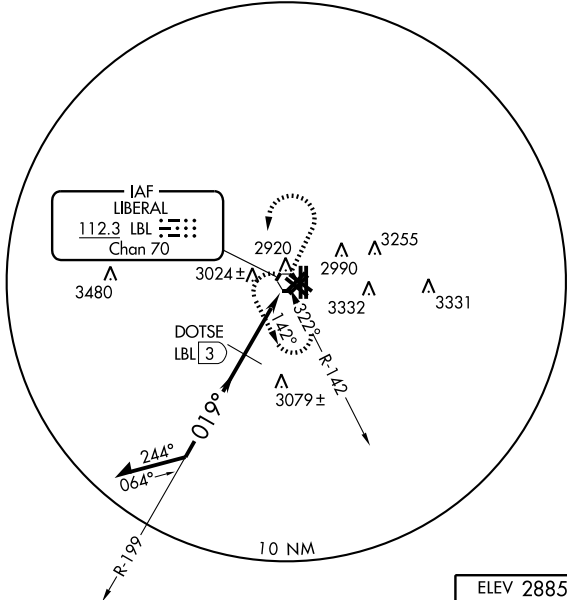
VORTAC LBL 112.3 Chan 70	APP CRS 019°	Rwy Idg TDZE Apt Elev 5721 2885 2885
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V Circling NA east of Rwy 17-35. If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. Visibility reduction by helicopters NA. VDP NA when using Guymon Muni altimeter setting.

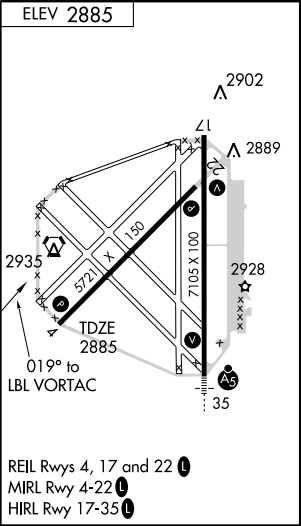
MISSED APPROACH: Climb to 4000 then climbing left turn to 4600 direct LBL VORTAC and hold.

AWOS-3 118.375	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 0
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A 3502



CATEGORY	A	B	C	D
S-4	3580-1 695 (700-1)		3580-2 695 (700-2)	3580-2 1/4 695 (700-2 1/4)
CIRCLING	3580-1 695 (700-1)		3580-2 695 (700-2)	3580-2 1/4 695 (700-2 1/4)
DME MINIMUMS				
S-4	3280-1 395 (400-1)			3280-1 1/4 395 (400-1 1/4)
CIRCLING	3340-1 455 (500-1)		3340-1 1/2 455 (500-1 1/2)	3440-2 555 (600-2)



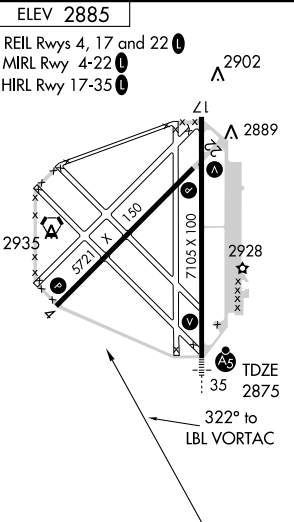
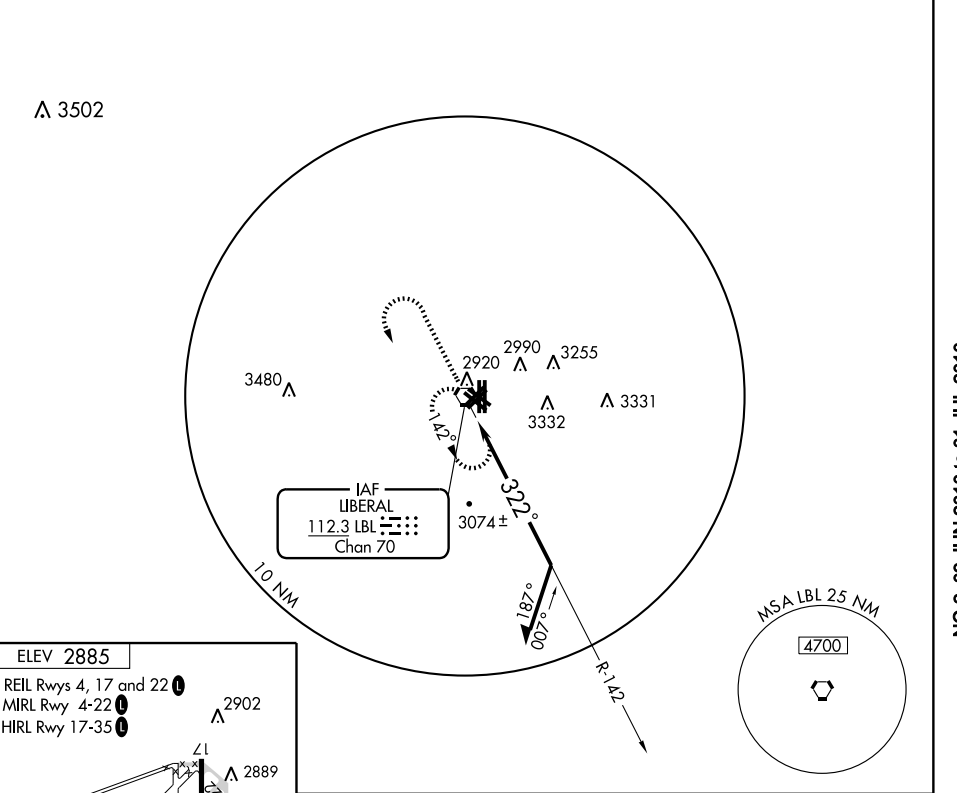
⚠ Inoperative table does not apply to Cat C and D. Circling NA east of Rwy 17-35.

⚠ If local altimeter setting not received, use Guymon Muni altimeter setting and increase all MDAs 120 feet. VDP NA when using Guymon Muni altimeter setting.

MALSRL

MISSED APPROACH: Climb to 4000 then climbing left turn to 4600 direct LBL VORTAC and hold.

AWOS-3 118.375	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 0
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4000	4600	LBL 112.3	VORTAC	Remain within 10 NM
		LBL 2.3		
		1.4		
CATEGORY	A	B	C	D
S-35	3380-1/2 505 (500-1/2)		3380-1/2 505 (500-1/2)	
CIRCLING	3380-1 495 (500-1)		3380-1/2 495 (500-1/2)	3440-2 555 (600-2)

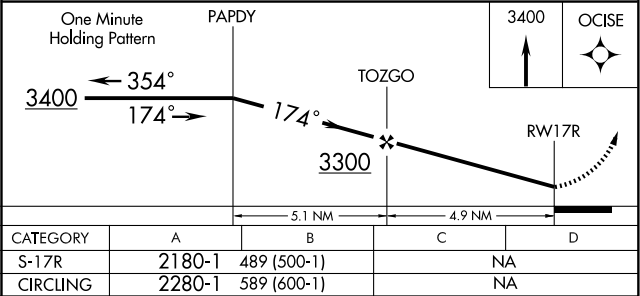
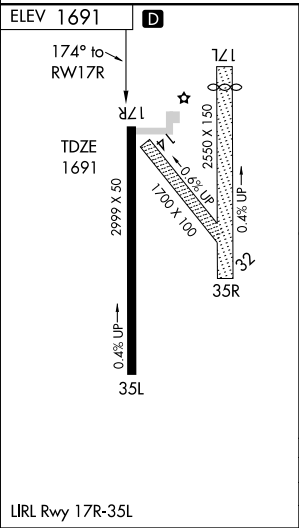
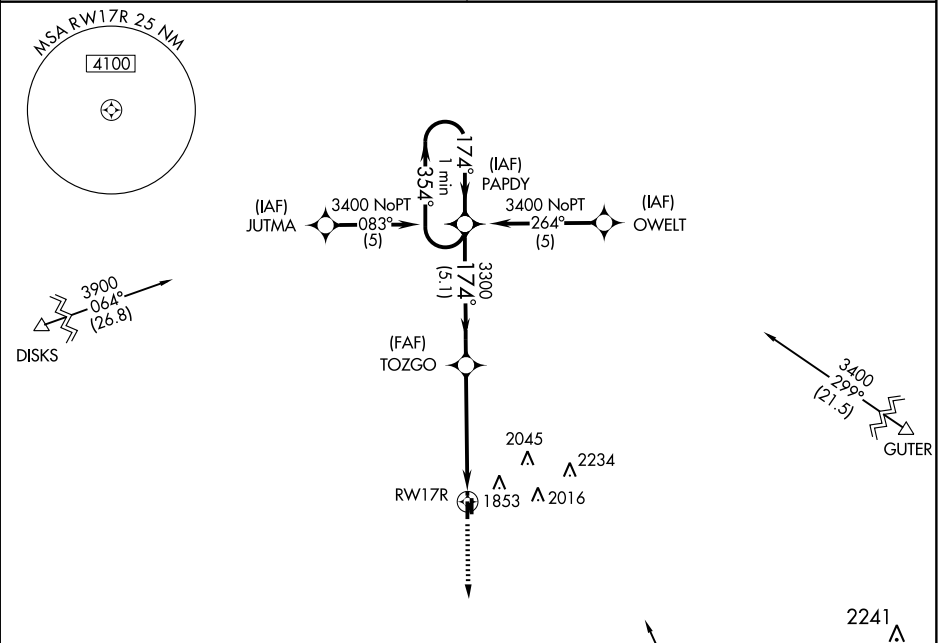
APP CRS	Rwy Idg	2999
174°	TDZE	1691
	Apt Elev	1691

GPS RWY 17R

LYONS-RICE COUNTY MUNI (LYO)

<div>▲ NA</div> <div>Use Hutchinson altimeter setting.</div>	MISSED APPROACH: Climb to 3400 direct OCISE WP and hold.
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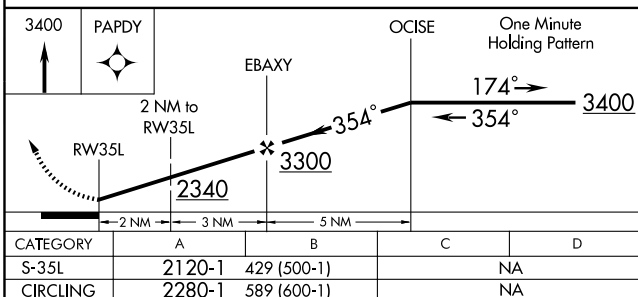
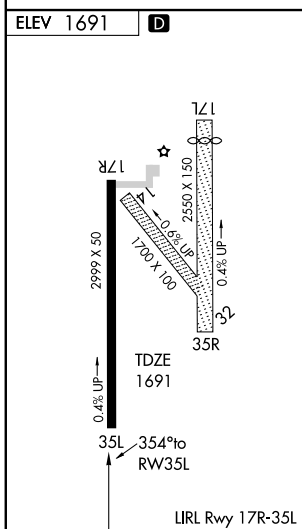
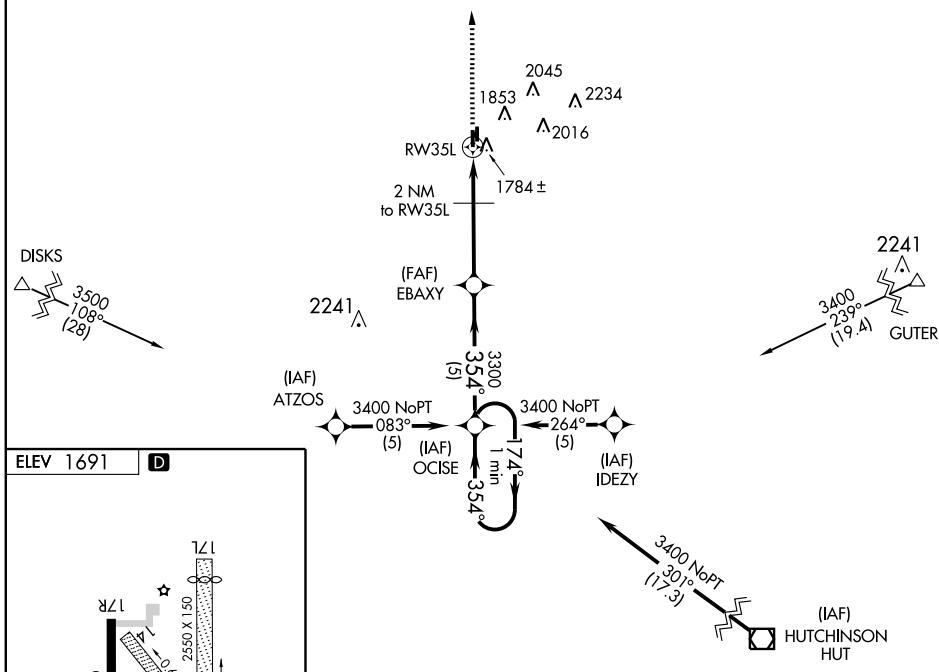
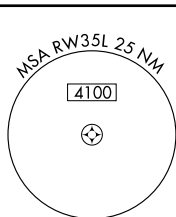
KANSAS CITY CENTER 118.8 337.4	UNICOM 122.8 (CTAF)
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A NA Use Hutchinson altimeter setting.

MISSED APPROACH: Climb to 3400 direct PAPDY WP and hold.

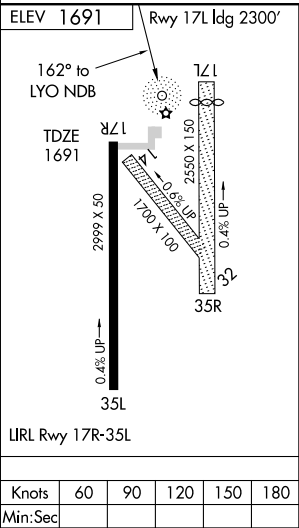
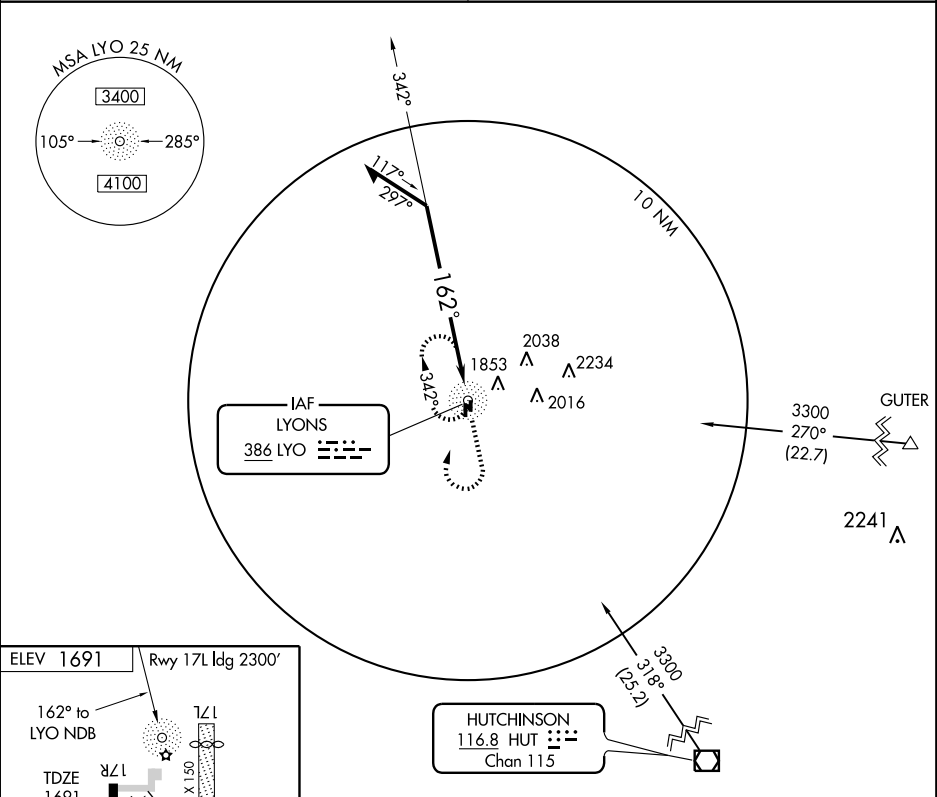
KANSAS CITY CENTER
118.8 337.4

UNICOM
122.8 (CTAF)

NDB LYO 386	APP CRS 162°	Rwy Idg TDZE Apt Elev	2999 1691 1691
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NDB RWY 17R
LYONS-RICE COUNTY MUNI (LYO)

Use Hutchinson altimeter setting.	MISSED APPROACH: Climb to 3300 then right turn direct LYO NDB and hold.
NA	
KANSAS CITY CENTER 118.8 337.4	UNICOM 122.8 (CTAF)



Remain within 10 NM		3300		LYO 386	
NDB		342°		162°	
3300					
CATEGORY	A	B	C	D	
S-17R	2320-1	629 (700-1)	NA		
CIRCLING	2320-1	629 (700-1)	NA		
Knots	60	90	120	150	180
Min:Sec					

VOR/DME HUT <u>116.8</u> Chan 115	APP CRS 317°	Rwy Idg TDZE Apt Elev	N/A N/A 1691
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VOR/DME-A
LYONS-RICE COUNTY MUNI (LYO)

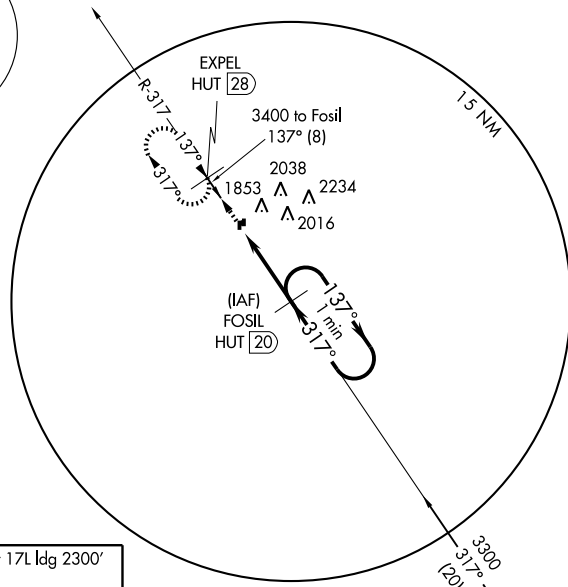
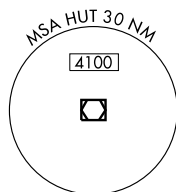
Use Hutchinson altimeter setting.

A NA

MISSED APPROACH: Climb to 3400 via HUT R-317 to EXPEL 28 DME and hold.

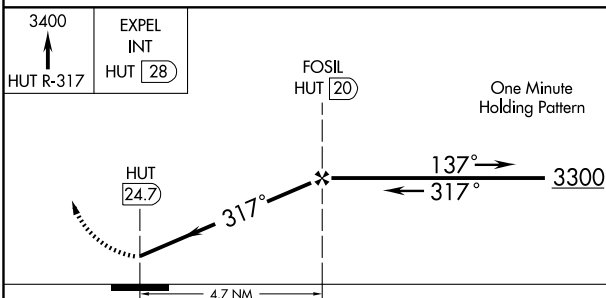
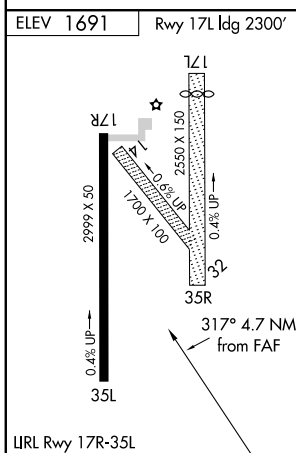
KANSAS CITY CENTER
118.8 337.4

UN|COM
122.8 (CTAF)



3048

IAF
HUTCHINSON
116.8 HUT
Chan 115



						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	2340-1	2340-1¼	NA	
Min:Sec							649 (700-1)	649 (700-1¼)		

AIRPORT DIAGRAM

AL-5241 (FAA)

MANHATTAN RGNL (MHK)
MANHATTAN, KANSASASOS
119.075
MANHATTAN TOWER*
118.55
GND CON
121.85

D

96°41' W

96°40' W

39°09' N

FIELD
ELEV
1057ELEV
1043RWY 03-21
S75, D110, ST175
RWY 13-31
S24, D333800 X 100
137.6°
0.3% UP215.3°
A
F7000 X 150
035.3°
A
BHOT²
317.6°
E
EHOT¹
DTWR
1111
ELEV 1044

FIRE STATION

1074±

ELEV
1054

39°08' N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

LOC I-MHK	APP CRS	Rwy Idg	6600
111.3	034°	TDZE	1054
		Apt Elev	1056

ILS RWY 3

MANHATTAN RGNL (MHK)

T Circling NA west of Rwy 3-21.

A

MALSR
A5

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via MHK R-141 to ALMAS Int/MHK 7.7 DME and hold.

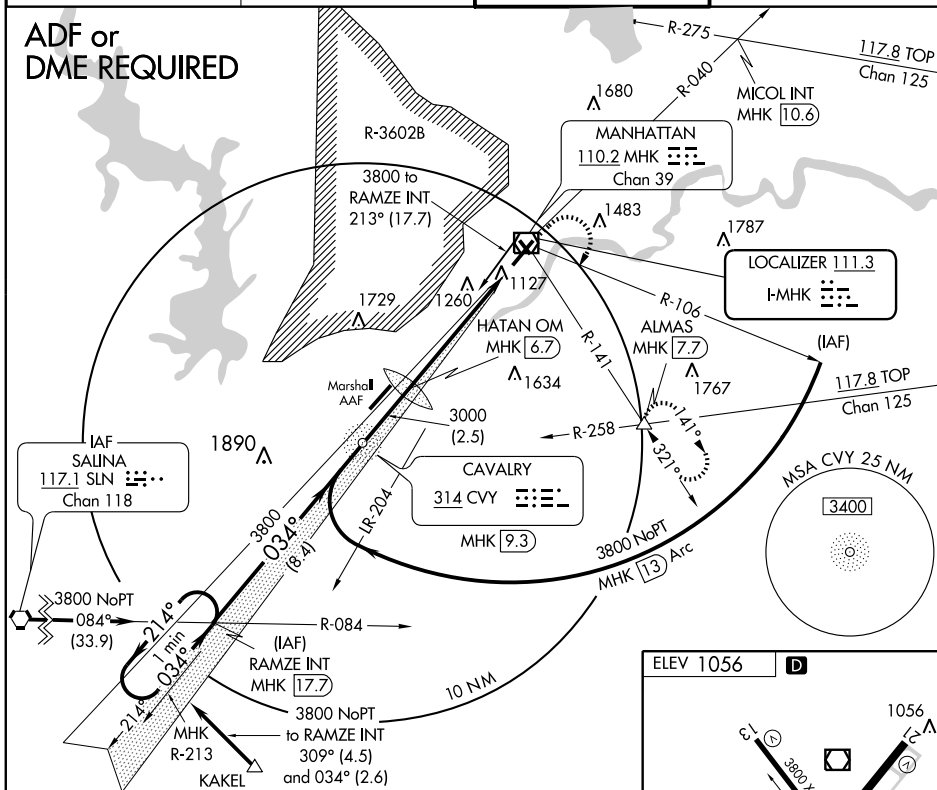
ASOS
119.075

MARSHALL GCA
121.25 254.35

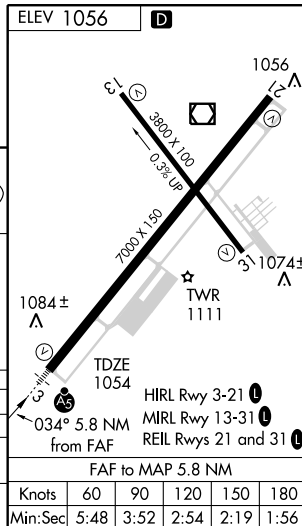
MANHATTAN TOWER ★
118.55 (CTAF) 0

GND CON
121.85

**ADF or
DME REQUIRED**

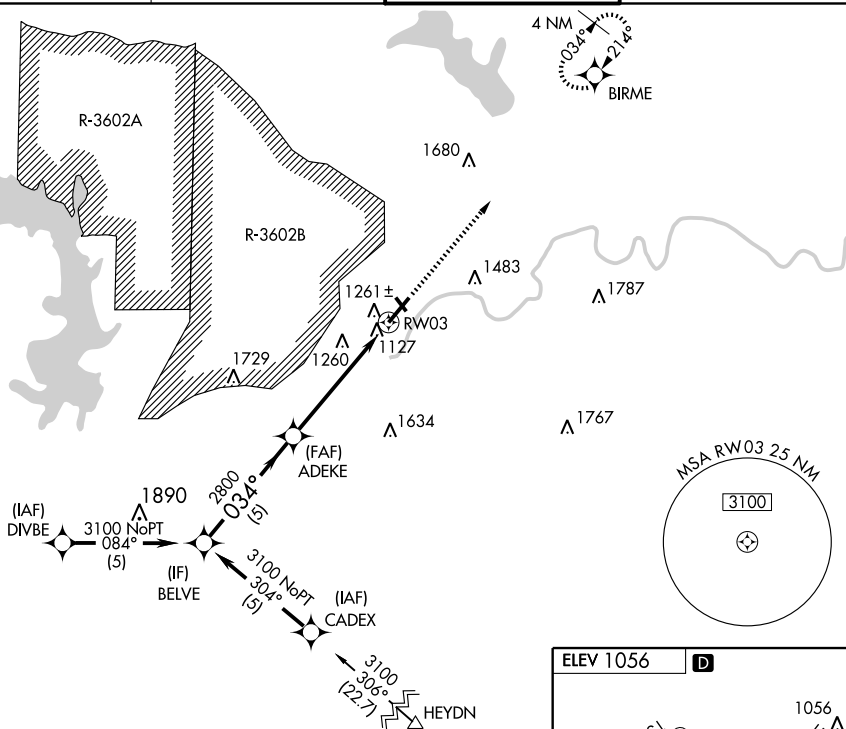


One Minute Holding Pattern			
<div> <div>RAMZE INT MHK 17.7</div> <div>NDB MHK 9.3</div> <div>HATAN OM MHK 6.7</div> <div>MHK 0.9</div> <div>ALMAS MHK 7.7</div> </div>			
<div> <div>3800 ← 214°</div> <div>034° →</div> <div>3800</div> <div>3000</div> <div>034°</div> </div>			
<div> <div>8.4 NM</div> <div>2.6</div> <div>5.8 NM</div> </div>			
CATEGORY	A	B	C
S-ILS 3	1254-½ 200 (200-½)		
S-LOC 3	1440-½	386 (400-½)	1440-¾ 386 (400-¾)
CIRCLING	1600-1 544 (600-1)	1700-1 644 (700-1)	1700-1¾ 644 (700-1¾) 1760-2¼ 704 (800-2¼)

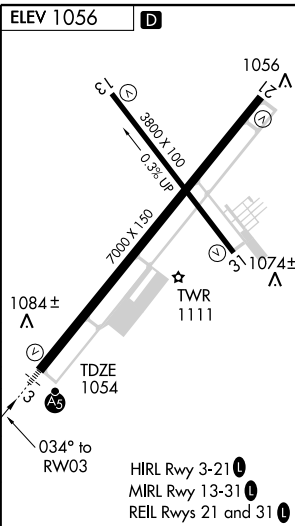


APP CRS
034°Rwy Idg **6600**
TDZE **1054**
Apt Elev **1056****RNAV (GPS) RWY 3**
MANHATTAN RGNL (MHK)Baro-VNAV NA below -17°C (2°F)
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Circling not authorized west of runway 3-21.

MAISR

MISSED APPROACH: Climb to 3100 direct BIRME
and hold.ASOS
119.075MARSHALL GCA
121.25 254.35MANHATTAN TOWER ★
118.55 (CTAF) 0GND CON
121.85

NC-2. 03 JUN 2010 to 01 JUL 2010



BELVE

3100

Procedure
Turn NA

GS 3.00°
TCH 50

ADEKE

2800

*1.3 NM to
RWY03

*LNAV only

5 NM

4 NM

3100

BIRME


CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1520-1¼		466 (500-1¼)	
LNAV MDA	1520-½	466 (500-½)	1520-¾ 466 (500-¾)	1520-1 466 (500-1)
CIRCLING	1700-1¾ 644 (700-1¾)	1780-1¾ 724 (800-1¾)	1780-2 724 (800-2)	1780-2¼ 724 (800-2¼)

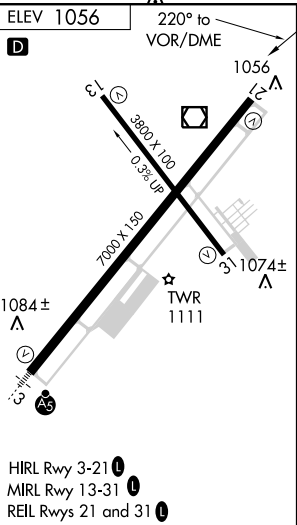
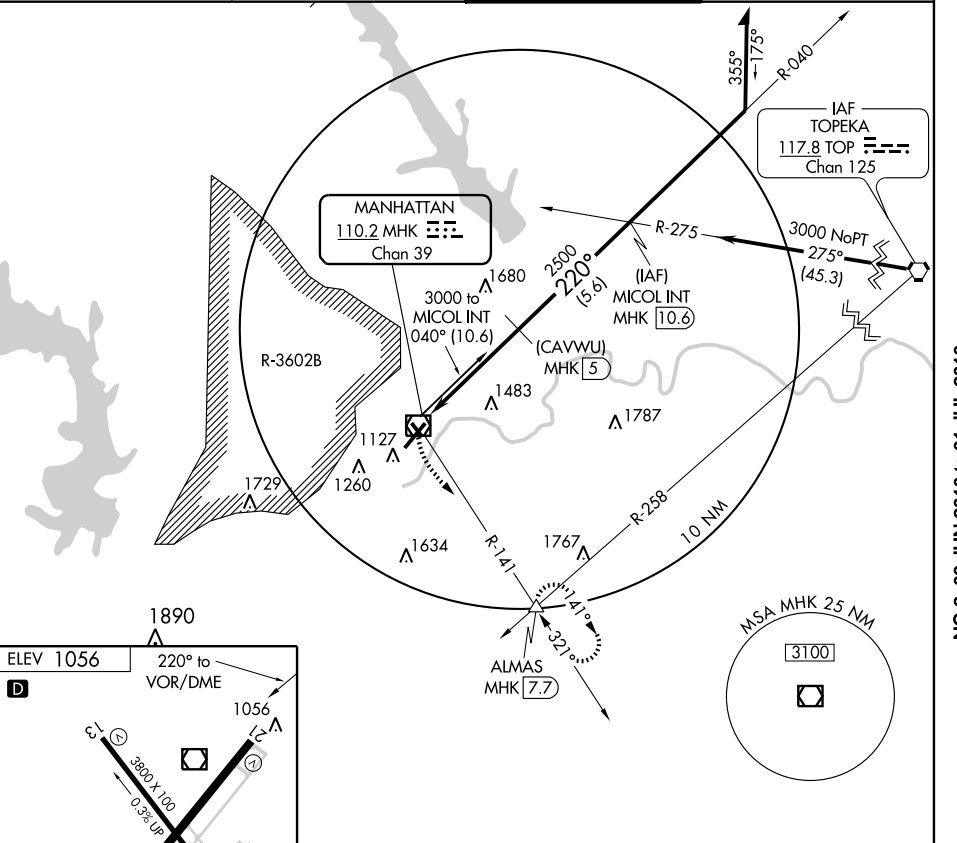
HIRL Rwy 3-21 0

MIRL Rwy 13-31 0

REIL Rwy 21 and 31 0

VOR/DME MHK 110.2 Chan 39	APP CRS 220°	Rwy Idg TDZE Apt Elev N/A N/A 1056
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 Circling not authorized west of runway 3-21.		MISSED APPROACH: Climbing left turn to 3000 via MHK R-141 to ALMAS Int/MHK 7.7 DME and hold.	
ASOS 119.075	MARSHALL GCA 121.25 254.35	MANHATTAN TOWER ★ 118.55 (CTAF) 0	GND CON 121.85



3000 MHK R-141	ALMAS △ MHK 7.7	MICOL INT MHK 10.6	Remain within 10 NM	
VOR/DME		(CAVWU) MHK 5	040°	
2500		220°	3000	
5 NM		5.6 NM		
CATEGORY	A	B	C	D
CIRCLING	1700-1	644 (700-1)	1700-1¾ 644 (700-1¾)	1760-2¼ 704 (800-2¼)

VOR/DME MHK <u>110.2</u> Chan 39	APP CRS 321°	Rwy Idg TDZE Apt Elev	N/A N/A 1056
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VOR-H
MANHATTAN RGNL (MHK)

Circling not authorized west of runway 3-21.

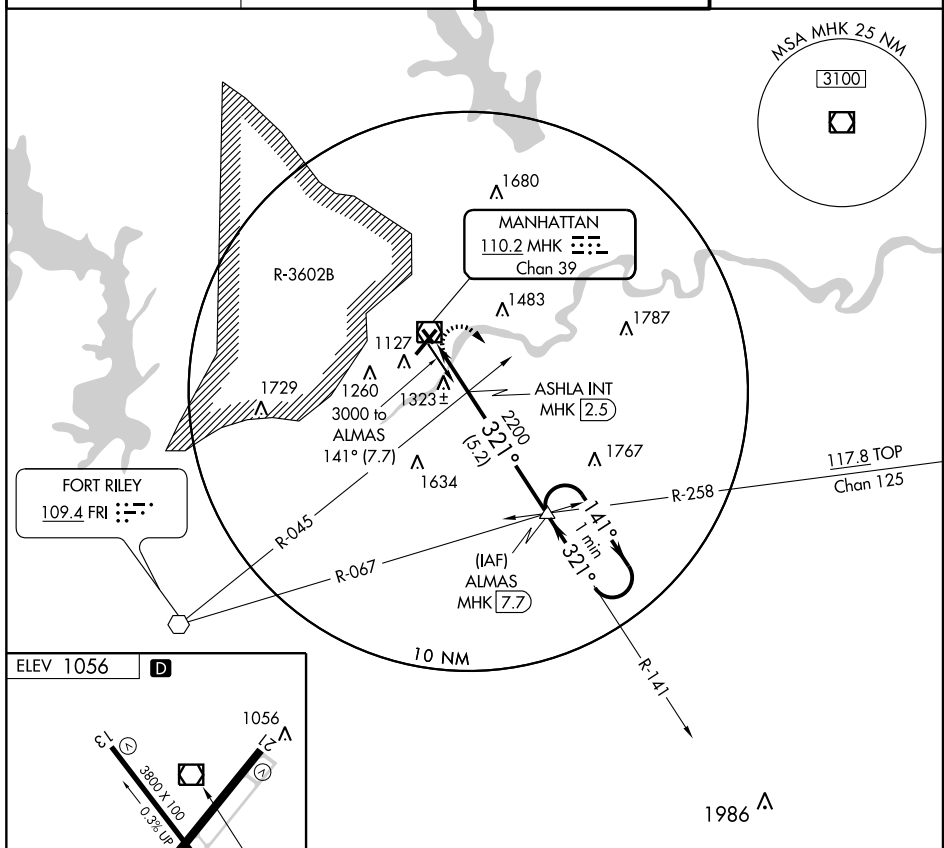
MISSED APPROACH: Climbing right turn to 3000 via MHK R-141 to ALMAS Int/7.7 DME and hold.

ASOS
119.075

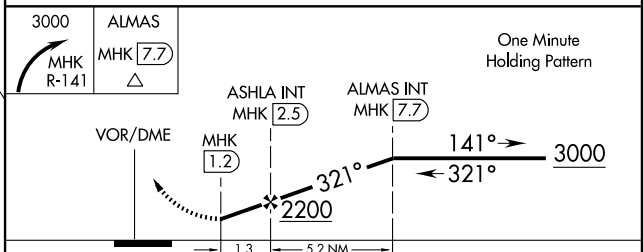
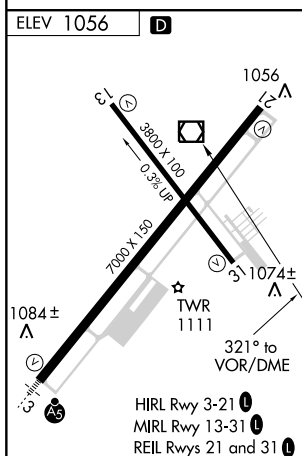
MARSHALL GCA
121.25 254.35

MANHATTAN TOWER ★
118.55 (CTAF) **L**

GND CON
121.85



NC-2. 03 JUN 2010 to 01 JUL 2010



FAF to MAP 1.3 NM						CATEGORY	A		B		C		D	
Knots	60	90	120	150	180		1680-1		624 (700-1)		1680-1 ³ / ₄ 624 (700-1 ³ / ₄)		1760-2 ¹ / ₄ 704 (800-2 ¹ / ₄)	
Min:Sec	1:18	0:52	0:39	0:31	0:26	CIRCLING								

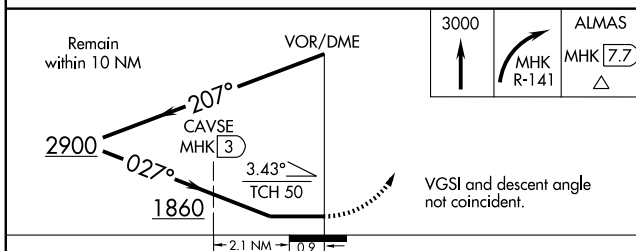
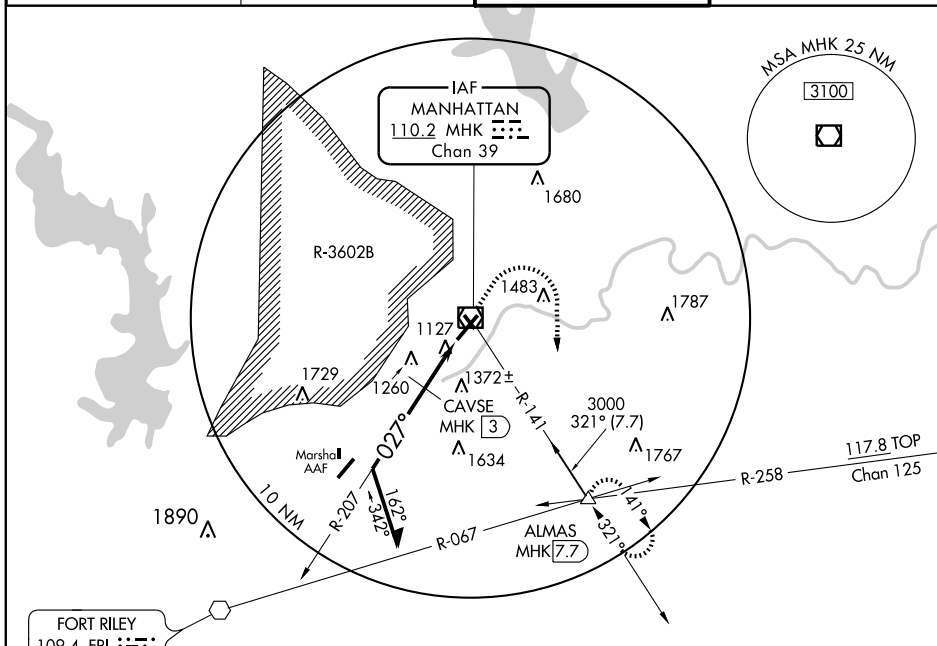
VOR/DME MHK 110.2 Chan 39	APP CRS 027°	Rwy Idg TDZE Apt Elev	6600 1054 1056
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VOR RWY 3

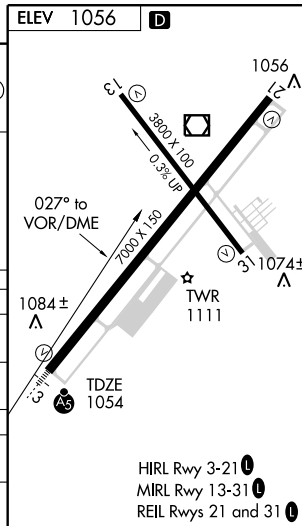
MANHATTAN RGNL (MHK)

NA Circling not authorized west of runway 3-21.	MALSR AS	MISSED APPROACH: Climb to 3000 then right turn via MHK R-141 to ALMAS Int/MHK 7.7 DME and hold.
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ASOS 119.075	MARSHALL GCA 121.25 254.35	MANHATTAN TOWER ★ 118.55 (CTAF) 1	GND CON 121.85
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CATEGORY	A	B	C	D
S-3	1860-3/4	806 (900-3/4)	1860-1 3/4	1860-2
CIRCLING	1860-1	1860-1 1/4	1860-2 1/4	1860-2 1/2
	804 (900-1)	804 (900-1 1/4)	804 (900-2 1/4)	804 (900-2 1/2)
DME MINIMUMS				
S-3	1640-3/4	586 (600-3/4)	1640-1	1640-1 1/4
CIRCLING	1700-1	1780-1	1780-2	1780-2 1/4
	644 (700-1)	724 (800-1)	724 (800-2)	724 (800-2 1/4)



NDB MYZ 341	APP CRS 320°	Rwy Idg TDZE Apt Elev	4200 1283 1283
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NDB or GPS RWY 33

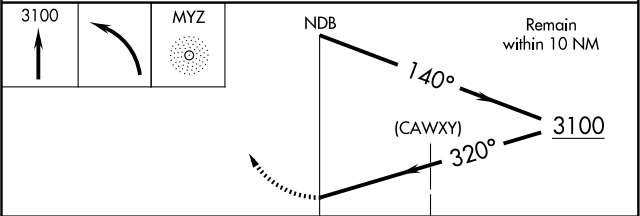
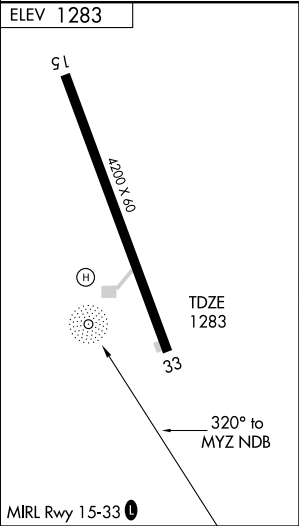
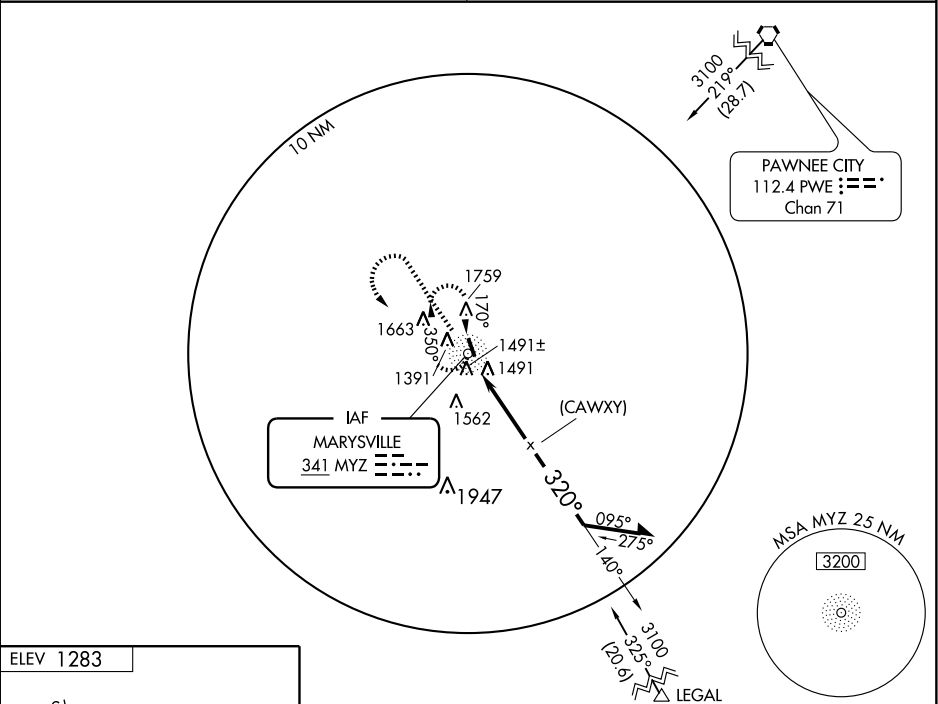
MARYSVILLE MUNI (MYZ)

▼ Use Beatrice, NE altimeter setting; when not received, use Concordia/Blosser Muni altimeter setting; when neither altimeter setting received, procedure not authorized.

▲ NA

MISSED APPROACH: Climb to 3100 then left turn direct MYZ NDB and hold.

KANSAS CITY CENTER 123.8 343.7	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-33	2060-1 777 (800-1)	2060-1¼ 777 (800-1¼)	2060-2¼ 777 (800-2¼)	NA
CIRCLING	2180-1¼	897 (900-1¼)	2180-2¾ 897 (900-2¾)	NA
CONCORDIA/BLOSSER ALTIMETER SETTING MINIMUMS				
S-33	2140-1 857 (900-1)	2140-1¼ 857 (900-1¼)	2140-2½ 857 (900-2½)	NA
CIRCLING	2300-1¼ 1017 (1100-1¼)	2300-1½ 1017 (1100-1½)	2300-3 1017 (1100-3)	NA

NDB MPR	APP CRS	Rwy Idg	5502
<u>227</u>	<u>173°</u>	TDZE	1494
		Apt Elev	1497

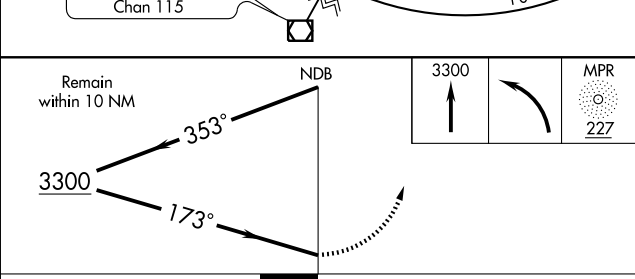
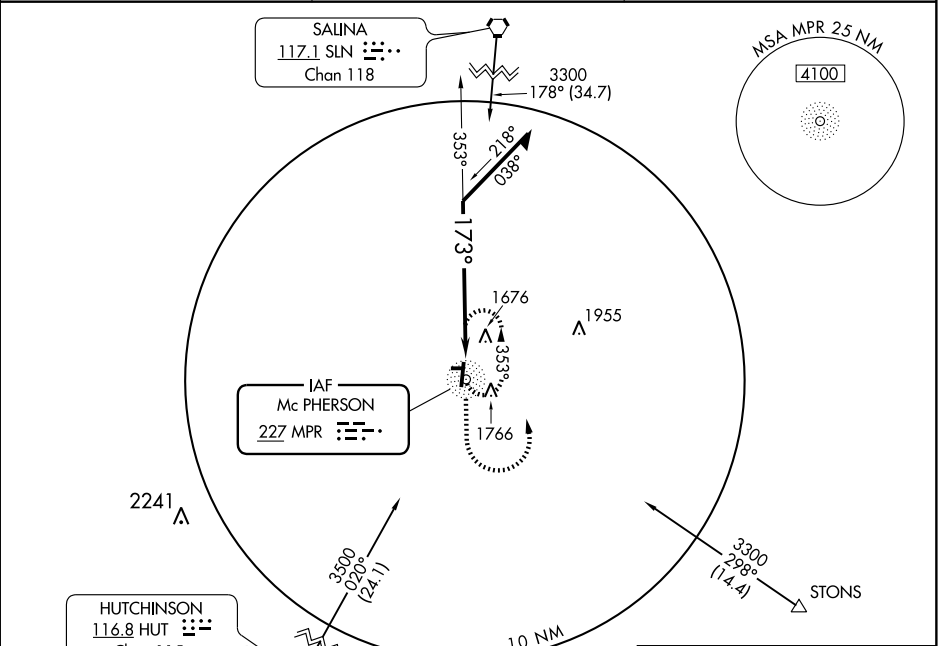
NDB RWY 18
MC PHERSON (MPR)

NA

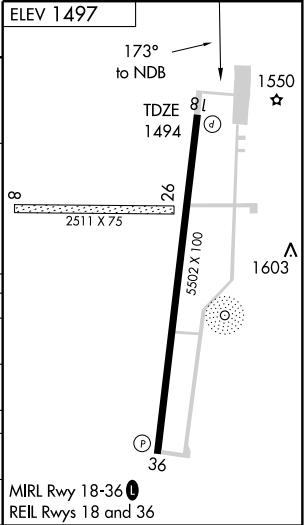
Obtain local altimeter setting on CTAF; when not received, use Salina altimeter setting.

MISSED APPROACH: Climb to 3300 then left turn direct MPR NDB and hold.

AWOS-3 119.025	WICHITA APP CON 125.5 306.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
S-18	2180-1	686 (700-1)	2180-2 686 (700-2)	NA
CIRCLING	2180-1	683 (700-1)	2180-2 683 (700-2)	NA
SALINA ALTIMETER SETTING MINIMUMS				
S-18	2280-1 786 (800-1)	2280-1¼ 786 (800-1¼)	2280-2¼ 786 (800-2¼)	NA
CIRCLING	2280-1 783 (800-1)	2280-1¼ 783 (800-1¼)	2280-2¼ 783 (800-2¼)	NA



RNAV (GPS) RWY 18

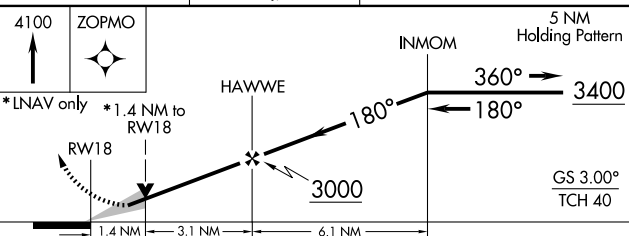
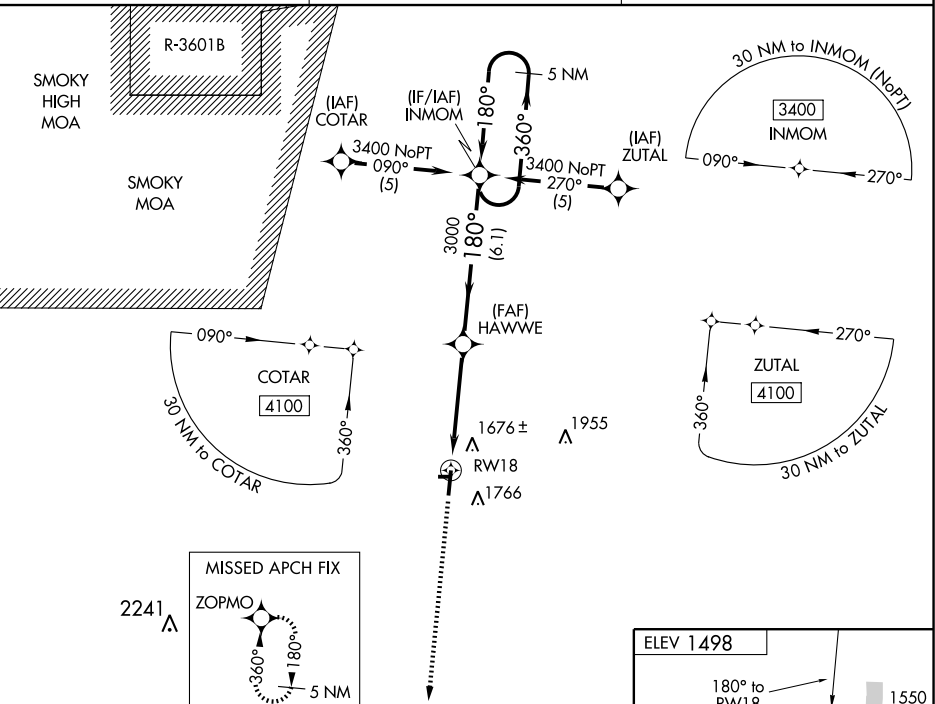
MC PHERSON (MPR)

WAAS CH 99505 W18A	APP CRS 180°	Rwy Idg TDZE Apt Elev	5502 1497 1498
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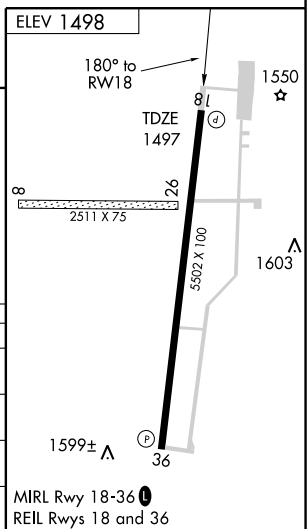
▼ If local altimeter setting not received, use Salina Muni altimeter setting and increase all DAs 91 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Salina Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4100 direct ZOPMO and hold.

AWOS-3 119.025	WICHITA APP CON 125.5 306.2	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1826-1¼	329 (400-1¼)		NA
LNAV/VNAV DA	2029-2	532 (600-2)		NA
LNAV MDA	1980-1	483 (500-1)	1980-1¼ 483 (500-1¼)	NA
CIRCLING	2080-1	582 (600-1)	2080-1½ 582 (600-1½)	NA



WAAS
CH 61205
W36A

APP CRS
360°

Rwy Idg	5502
TDZE	1497
Apt Elev	1498

RNAV (GPS) RWY 36

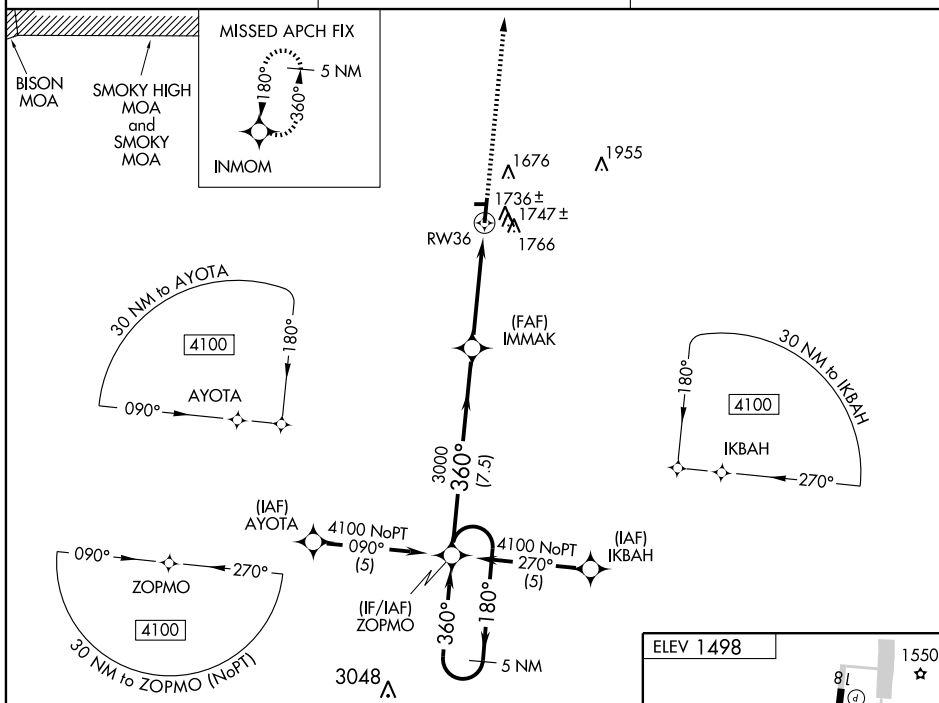
MC PHERSON (MPR)

- T** If local altimeter setting not received, use Salina Muni altimeter setting and increase all DAs 91 feet and all MDAs 100 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Salina Muni altimeter setting. DME/DME RNP-0.3 NA.

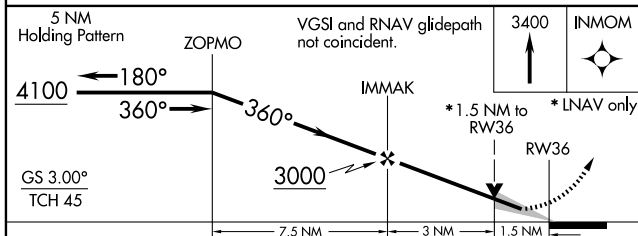
MISSED APPROACH: Climb to 3400
direct INMOM and hold.

AWOS-3
119.025

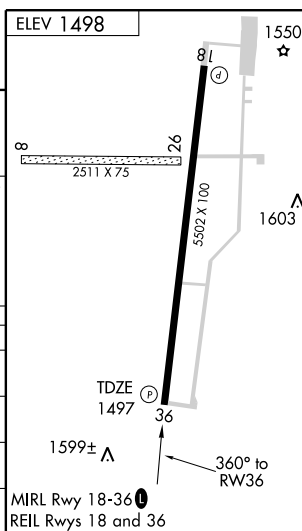
WICHITA APP CON
125.5 306.2

UNICOM
122.8 (CTAF) 

NC-2. 03 JUN 2010 to 01 JUL 2010



CATEGORY	A	B	C	D
LPV DA	1747- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			NA
LNAV/ VNAV DA	1973-1 $\frac{3}{4}$ 476 (500-1 $\frac{3}{4}$)			NA
LNAV MDA	2020-1 523 (600-1)		2020-1 $\frac{1}{2}$ 523 (600-1 $\frac{1}{2}$)	NA
CIRCLING	2080-1 582 (600-1)		2080-1 $\frac{1}{2}$ 582 (600-1 $\frac{1}{2}$)	NA



VOR/DME HUT 116.8 Chan 115	APP CRS 020°	Rwy Idg TDZE Apt Elev 5500 1497 1497
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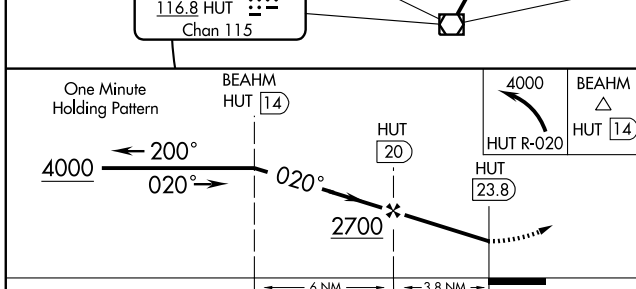
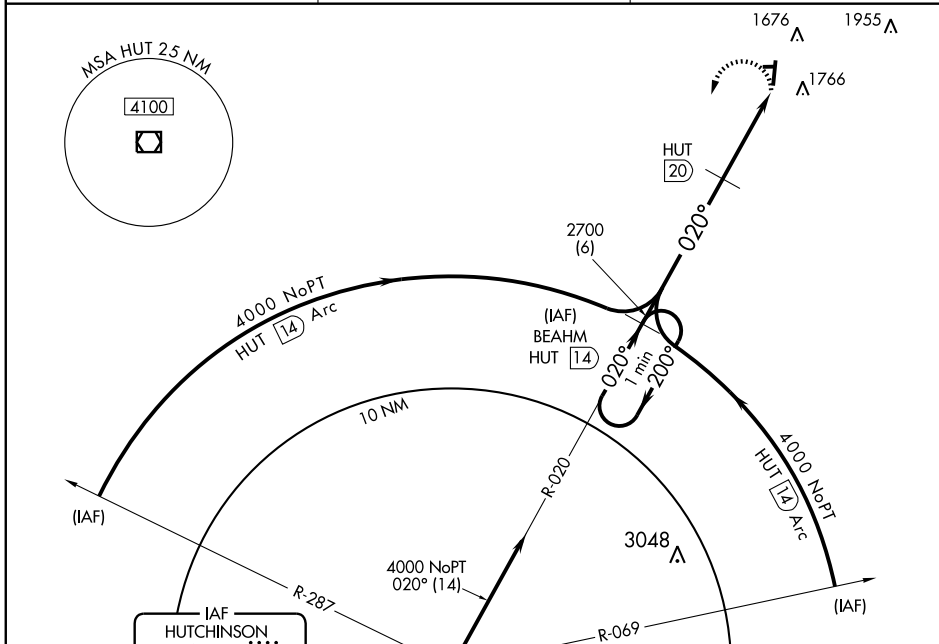
VOR/DME RWY 36

MC PHERSON (MPR)

V Obtain local altimeter setting on CTAF; when not received, use Salina altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 via HUT R-020 to BEAHM HUT 14 DME and hold.

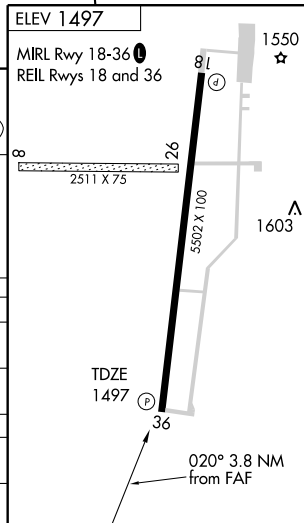
AWOS-3 119.025	WICHITA APP CON 125.5 306.2	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
S-36	2020-1 523 (600-1)	2020-1¼ 523 (600-1¼)	2020-1½ 523 (600-1½)	NA
CIRCLING	2120-1 623 (700-1)	2120-1¼ 623 (700-1¼)	2120-1¾ 623 (700-1¾)	NA

SALINA ALTIMETER SETTING MINIMUMS

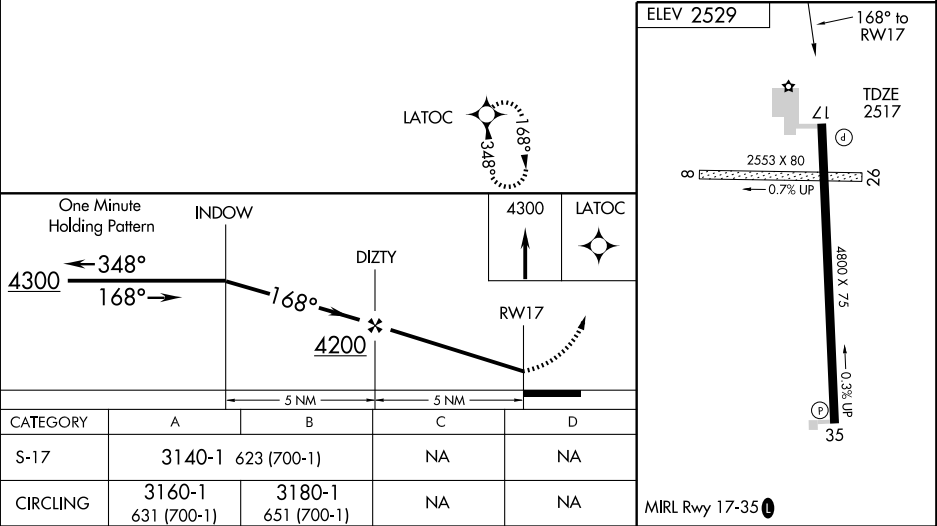
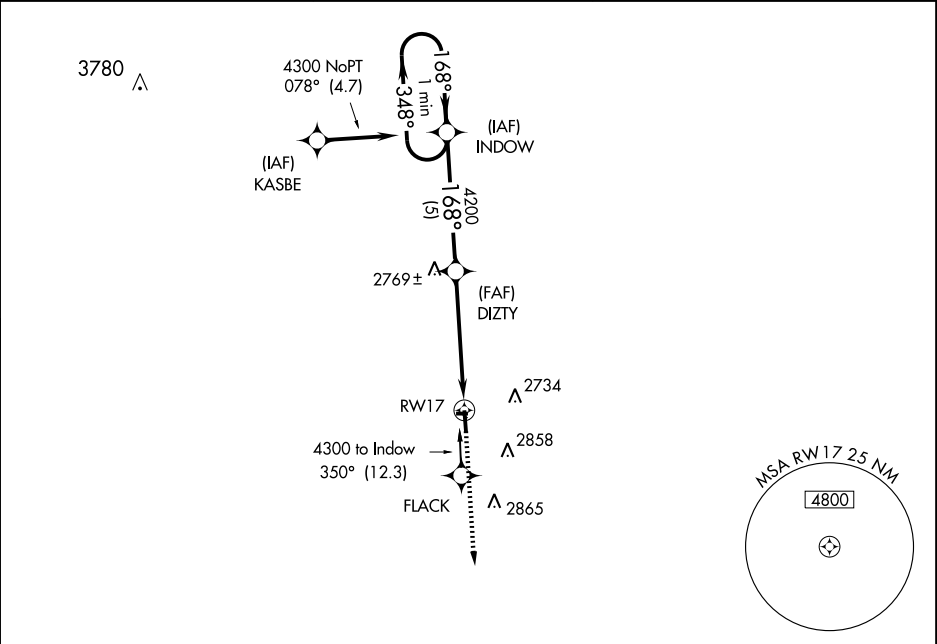
CATEGORY	A	B	C	D
S-36	2120-1 623 (700-1)	2120-1¼ 623 (700-1¼)	2120-1¾ 623 (700-1¾)	NA
CIRCLING	2220-1 723 (800-1)	2220-1¼ 723 (800-1¼)	2220-2 723 (800-2)	NA



APP CRS	Rwy Idg	4800
168°	TDZE	2517
	Apt Elev	2529

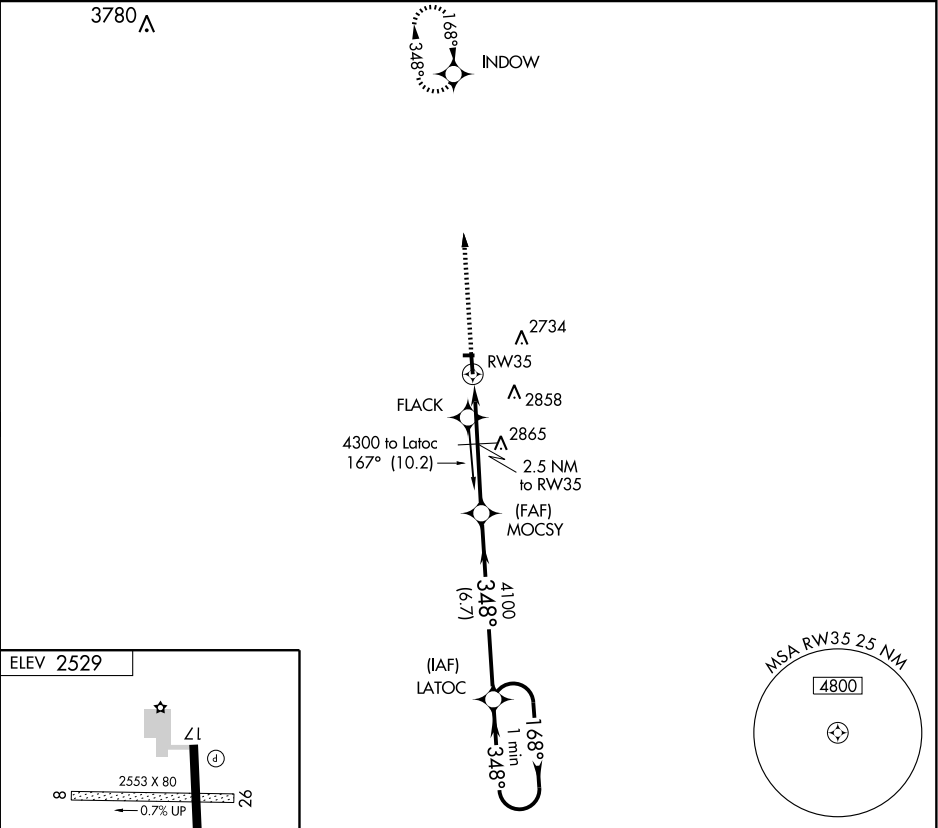
▲ NA	Use Liberal altimeter setting.	MISSED APPROACH: Climb to 4300 direct LATOC WP and hold.
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AWOS-3 119.425	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 0
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APP CRS	Rwy Idg	4800
348°	TDZE	2512
	Apt Elev	2529

NA Use Liberal altimeter setting.		MISSED APPROACH: Climb to 4300 direct INDOW WP and hold.
AWOS-3 119.425	KANSAS CITY CENTER 134.0 290.8	UNICOM 122.8 (CTAF) 0



CATEGORY	A		B		C	D
	3020-1		508 (500-1)		NA	NA
CIRCLING	3160-1		3180-1		NA	NA
	631 (700-1)		651 (700-1)			

APP CRS
355°

Rwy Idg
TDZE
Apt Elev

3405
1488
1489

RNAV (GPS) RWY 35

MOUNDRIAGE MUNI (47K)

NA

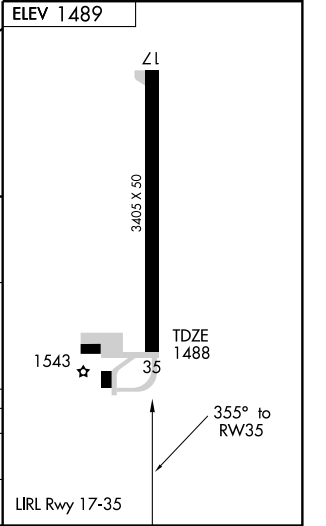
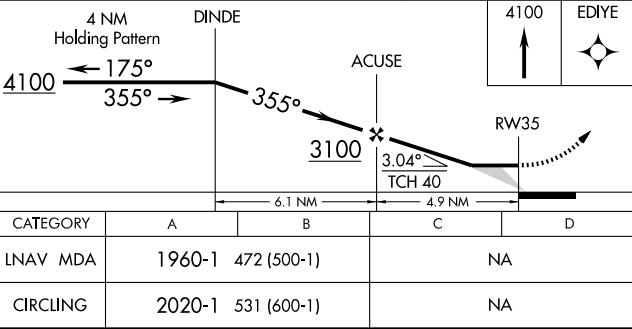
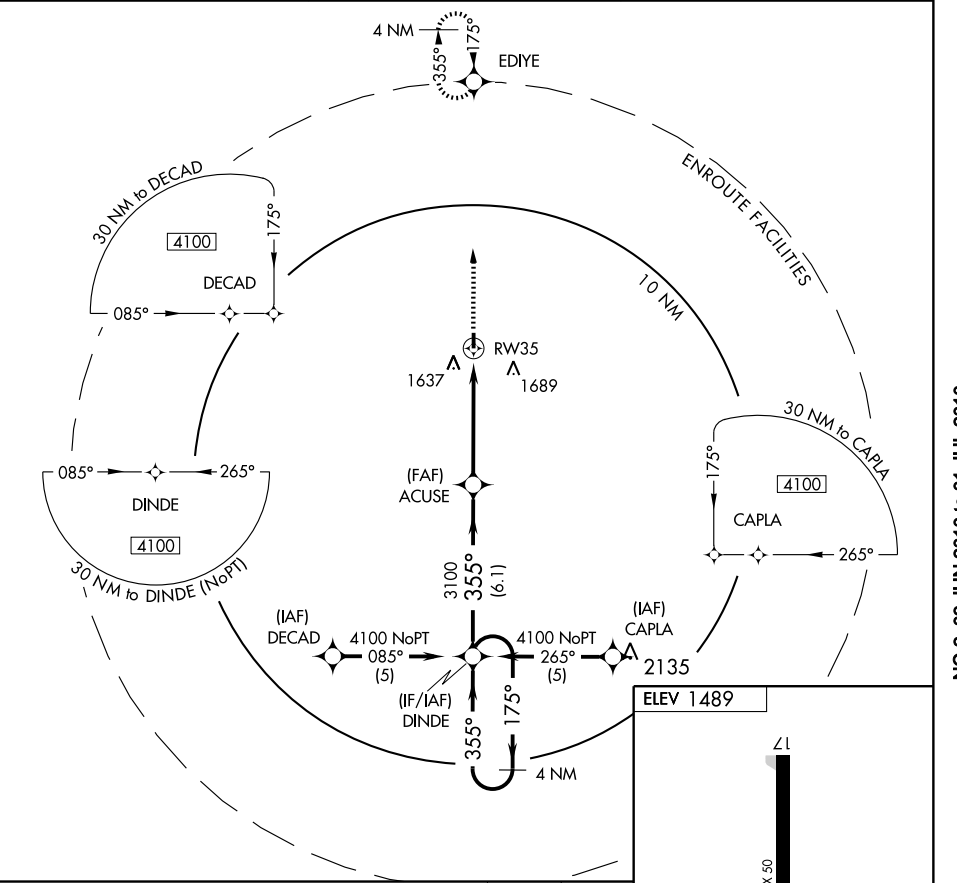
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Use McPherson altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 4100 direct EDIYE WP and hold.

McPHERSON AWOS-3
119.025

WICHITA APP CON
125.5 306.2

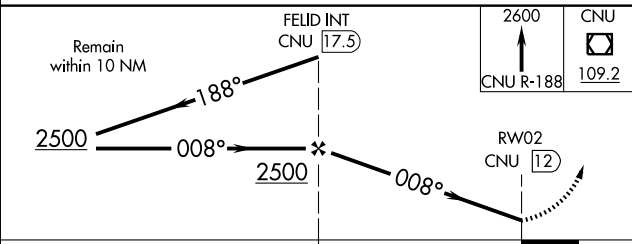
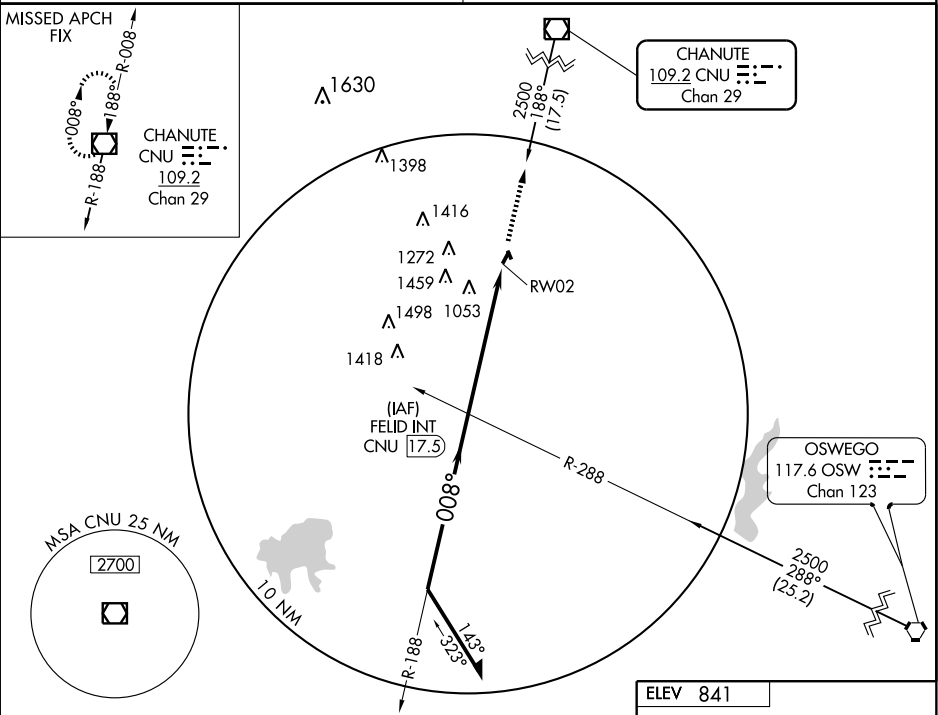
CTAF
122.9



VOR/DME CNU	APP CRS	Rwy Idg	2998
109.2	008°	TDZE	841
Chan 29		Apt Elev	841

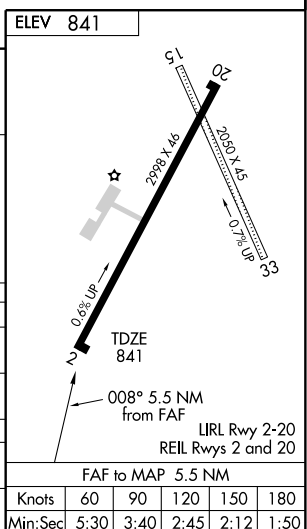
VOR or GPS RWY 2
NEODESHA MUNI (2K7)

▲ NA Use Chanute altimeter setting; when not received, use Joplin Rgnl altimeter setting.	MISSED APPROACH: Climb to 2600 via CNU R-188 to CNU VOR/DME and hold.
KANSAS CITY CENTER 132.9 279.5	UNICOM 122.8 (CTAF)



CATEGORY	A	B	C	D
S-2	1500-1	659 (700-1)	1500-1¾ 659 (700-1¾)	NA
CIRCLING	1500-1	659 (700-1)	1500-1¾ 659 (700-1¾)	NA

JOPLIN RGNL ALTIMETER SETTING MINIMUMS				
S-2	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	NA
CIRCLING	1600-1 759 (800-1)	1600-1¼ 759 (800-1¼)	1600-2¼ 759 (800-2¼)	NA



NA

MISSED APPROACH: Climb to 2500, then climbing left turn to 3200 direct EWK NDB and hold.

AWOS-3

123.875

WICHITA APP CON

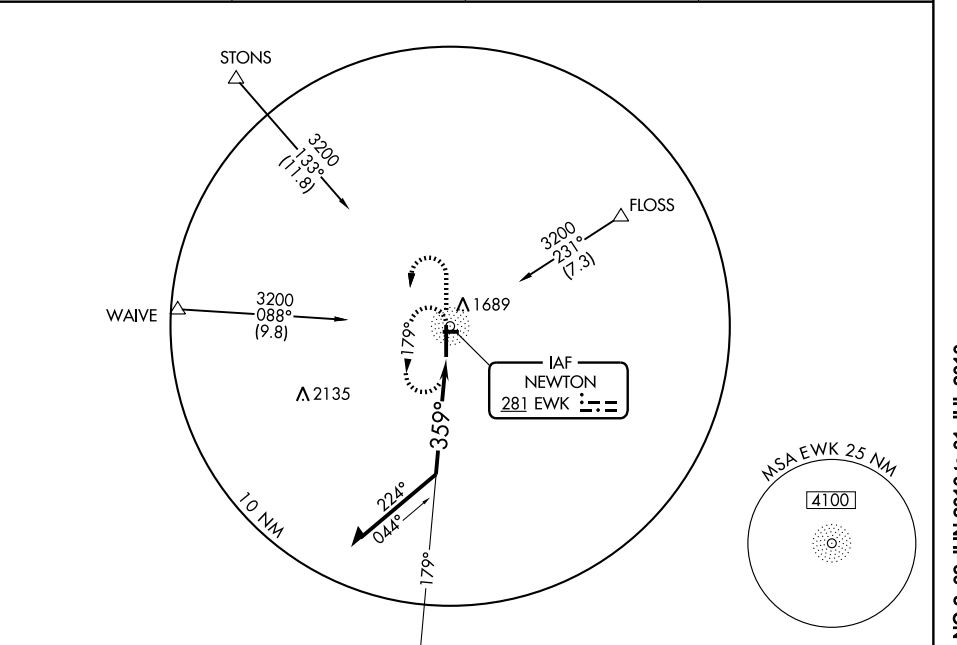
125.5 306.2

CLNC DEL

126.55

UNICOM

123.0 (CTAF)



ELEV 1533

D

REIL Rwy 8, 26, and 35

HIRL Rwy 17-35

MIRL Rwy 8-26

35

1586

7003 X 100

3501 X 60

26

1591

1575

45

35

TDZE 1527


359° to NDB

1619±

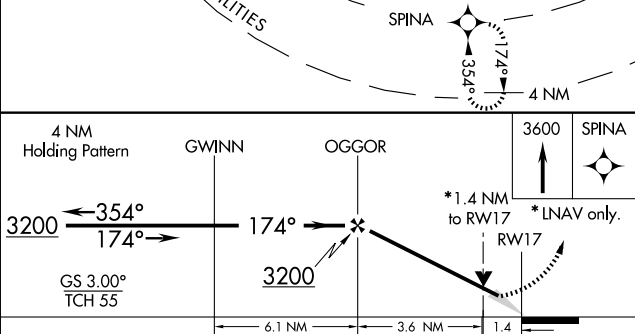
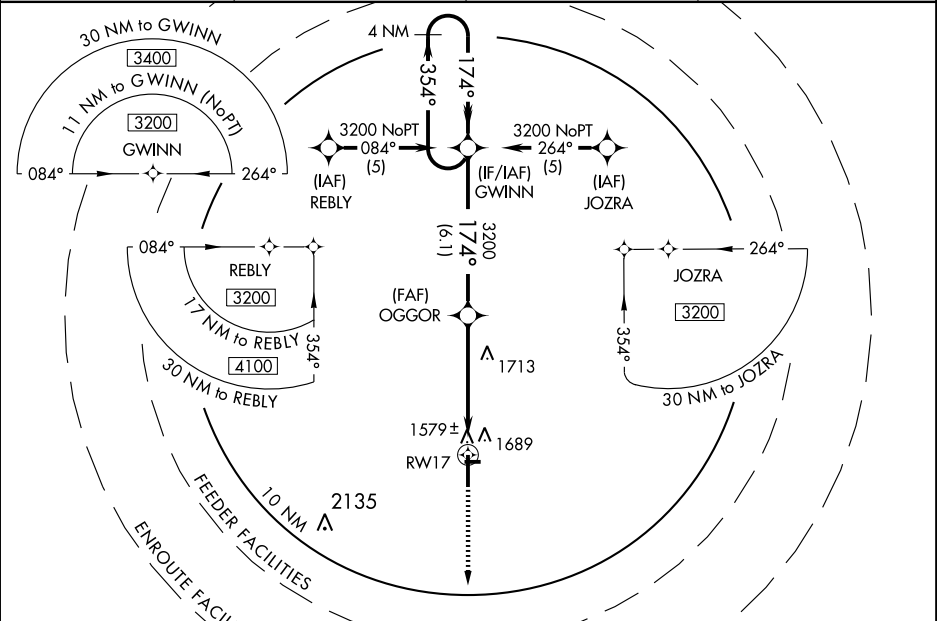
CATEGORY	A	B	C	D
S-35	1960-1 433 (500-1)	1960-1¼ 433 (500-1¼)	1960-1½ 433 (500-1½)	1960-1½ 433 (500-1½)
CIRCLING	2000-1 467 (500-1)	2000-1½ 467 (500-1½)	2100-2 567 (600-2)	

WAAS CH 50109 W17A	APP CRS 174°	Rwy Idg TDZE 6705 1530 Apt Elev 1533
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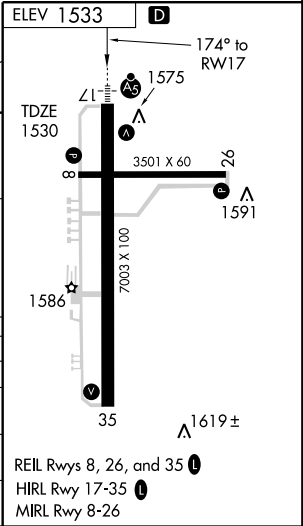
RNAV (GPS) RWY 17
NEWTON-CITY-COUNTY (E'WK)

A DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting; increase DAs/MDAs 100 feet. VDP NA when using Wichita Mid-Continent altimeter setting. For inoperative MALSR, increase LPV visibility to 1.	MALSR 	MISSED APPROACH: Climb to 3600 direct SPINA and hold.
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AWOS-3 123.875	WICHITA APP CON 125.5 306.2	CLNC DEL 126.55	UNICOM 123.0 (CTAF) 0
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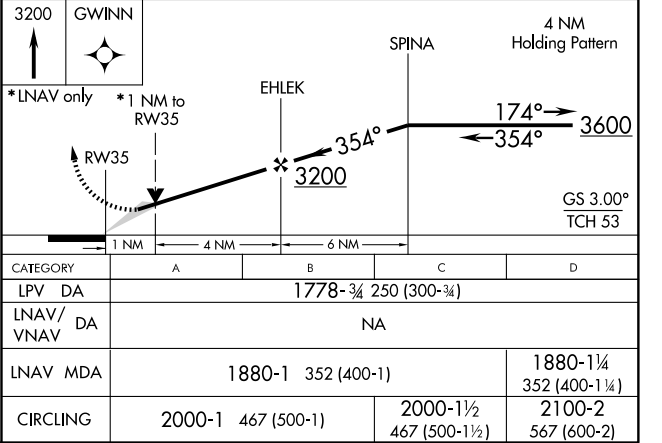
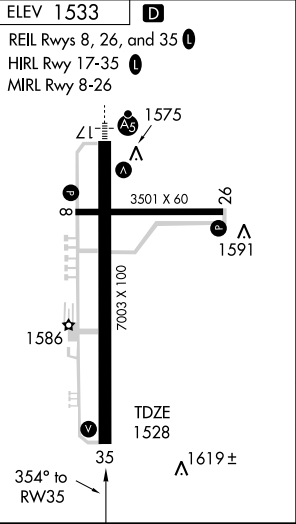
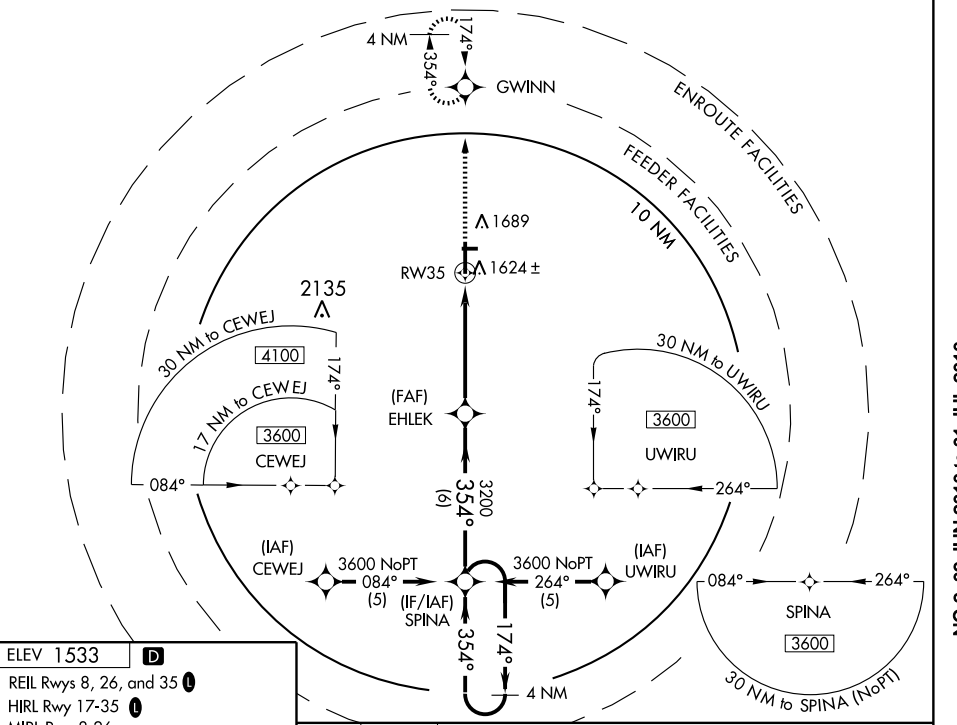
CATEGORY	A	B	C	D
LPV DA	1791-½	261 (300-½)		
LNAV/VNAV DA	NA			
LNAV MDA	2020-½ 490 (500-½)	2020-¾ 490 (500-¾)	2020-1 490 (500-1)	
CIRCLING	2020-1 487 (500-1)	2020-½ 487 (500-½)	2100-2 567 (600-2)	



A
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting; increase DA/MDAs 100 feet. VDP NA when using Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3200 direct GWINN and hold.

AWOS-3 123.875	WICHITA APP CON 125.5 306.2	CLNC DEL 126.55	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1778-3/4 250 (300-3/4)			
RNAV/ VNAV DA	NA			
RNAV MDA	1880-1 352 (400-1)			1880-1 1/4 352 (400-1 1/4)
CIRCLING	2000-1 467 (500-1)		2000-1 1/2 467 (500-1 1/2)	2100-2 567 (600-2)

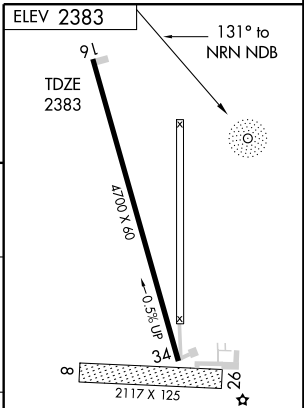
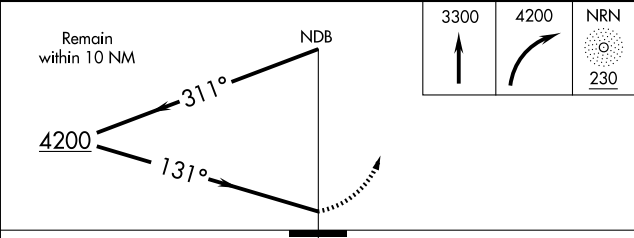
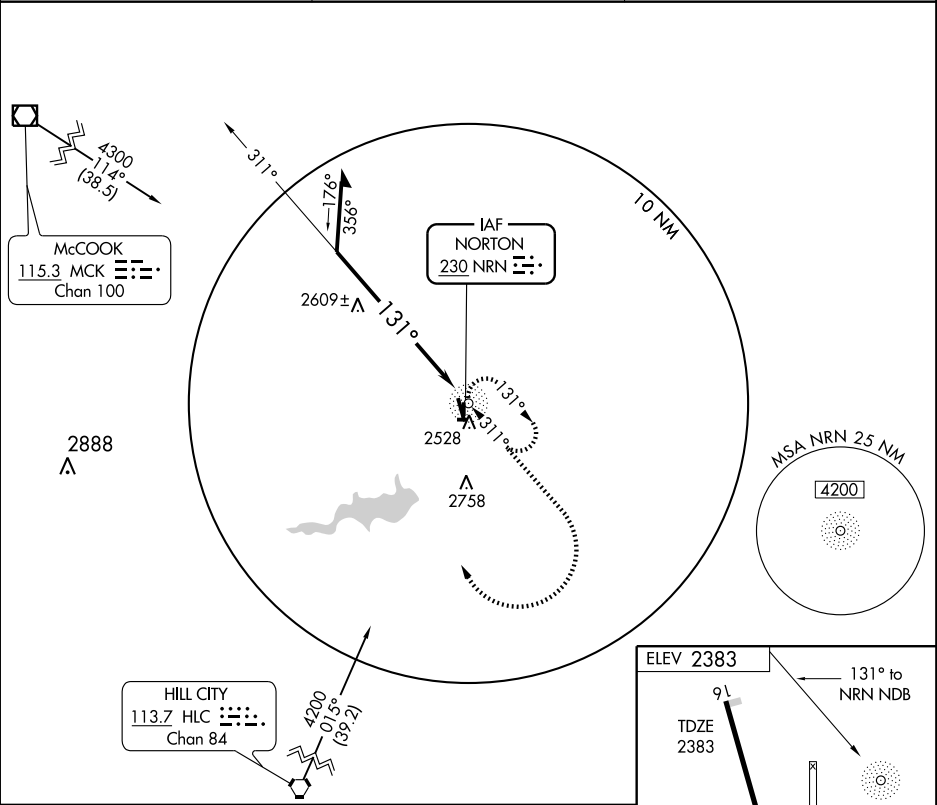
NDB RWY 16
NORTON MUNI (NRN)

NDB NRN 230	APP CRS 131°	Rwy Idg TDZE Apt Elev 4700 2383 2383
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If local altimeter not received, use Hill City altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3300, then climbing right turn to 4200 direct NRN NDB and hold.

AWOS-3 118.275	DENVER CENTER 132.5 379.15	CTAF 122.9
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CATEGORY	A	B	C	D
S-16	2960-1	577 (600-1)	2960-1½ 577 (600-1½)	NA
CIRCLING	2960-1	577 (600-1)	2960-1½ 577 (600-1½)	NA

Knots	60	90	120	150	180
Min:Sec					

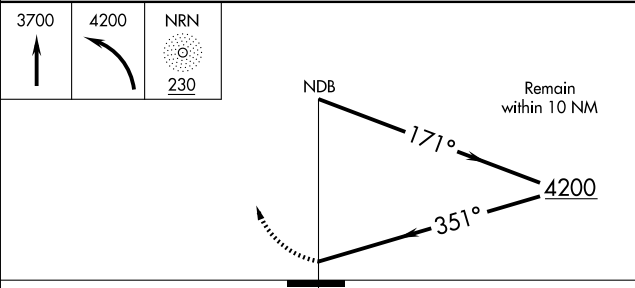
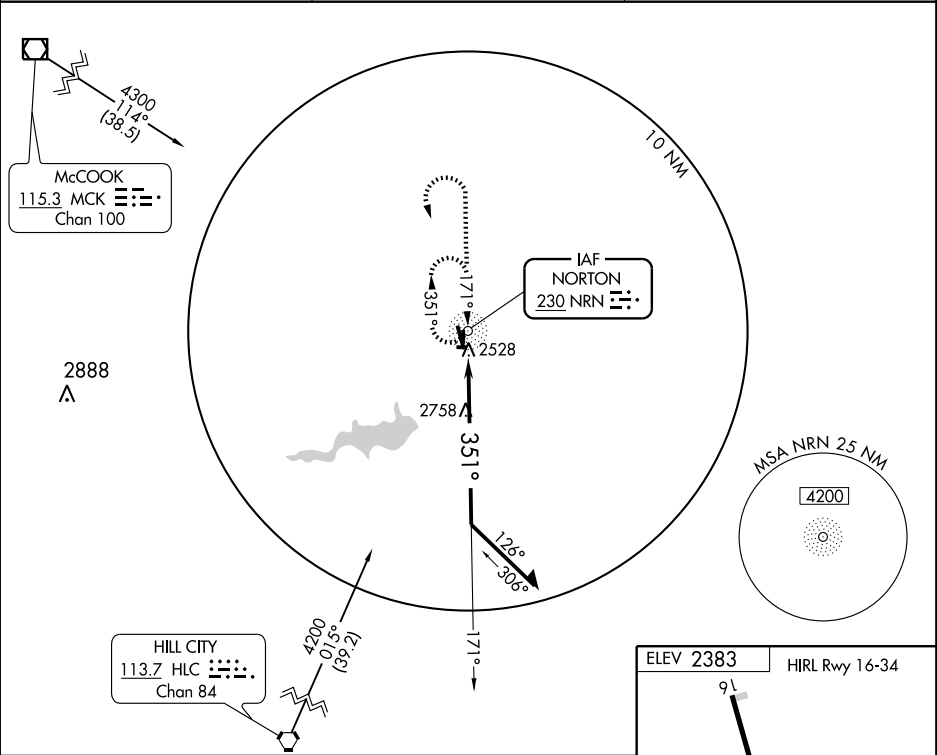
NDB RWY 34
NORTON MUNI (NRN)

NRN NDB 230	APP CRS 351°	Rwy Idg TDZE Apt Elev 4700 2375 2383
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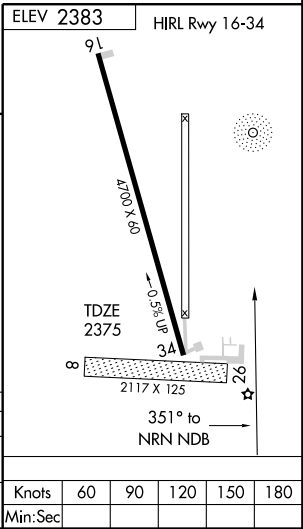
 If local altimeter not received, use Hill City altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3700, then climbing left turn to 4200 direct NRN NDB and hold.

AWOS-3 118.275	DENVER CENTER 132.5 379.15	CTAF 122.9
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CATEGORY	A	B	C	D
S-34	3160-1 785 (800-1)	3160-1¼ 785 (800-1¼)	3160-2¼ 785 (800-2¼)	NA
CIRCLING	3160-1 777 (800-1)	3160-1¼ 777 (800-1¼)	3160-2¼ 777 (800-2¼)	NA



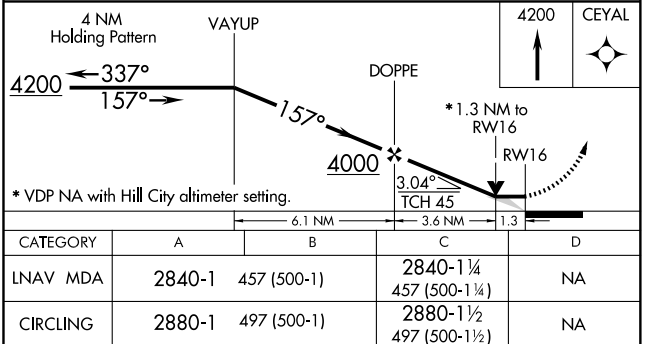
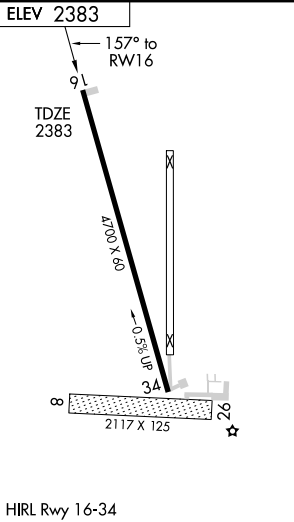
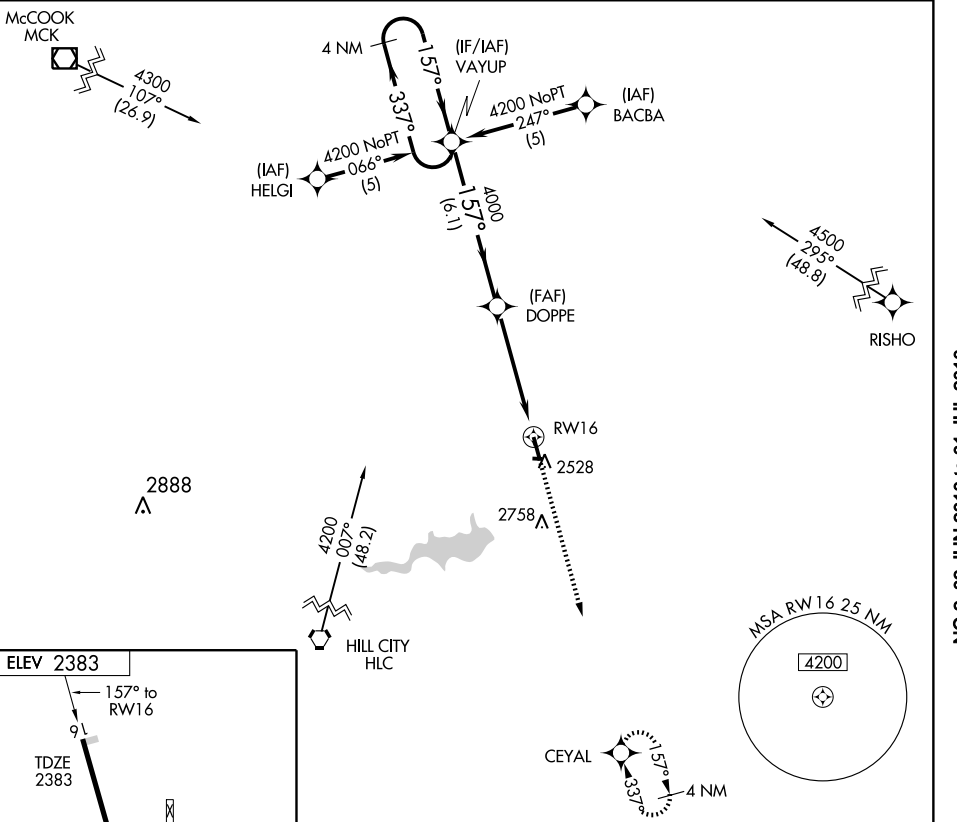
▼

▲ NA

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hill City altimeter setting and increase all MDAs 100 feet. Procedure NA at night.

MISSED APPROACH: Climb to 4200 direct CEYAL WP and hold.

AWOS-3 118.275	DENVER CENTER 132.5 379.15	CTAF 122.9
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NC-2. 03 JUN 2010 to 01 JUL 2010

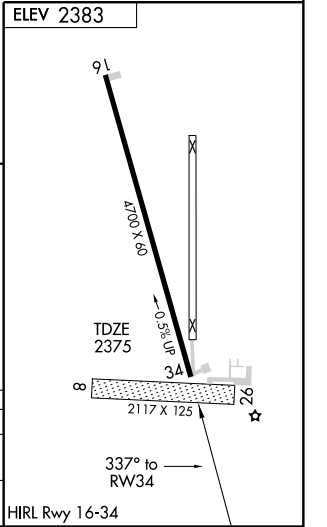
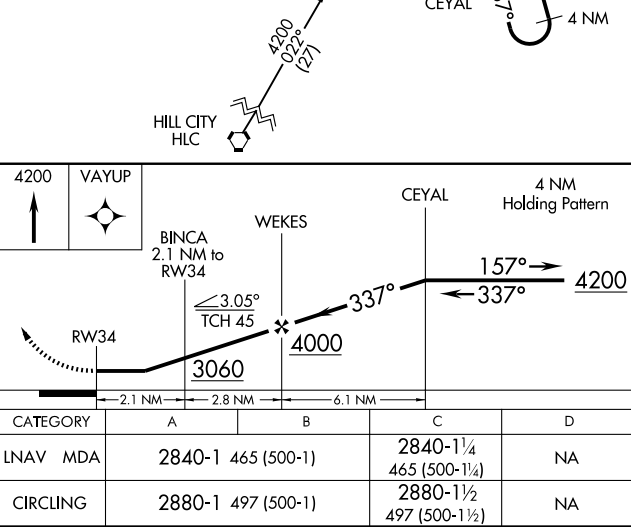
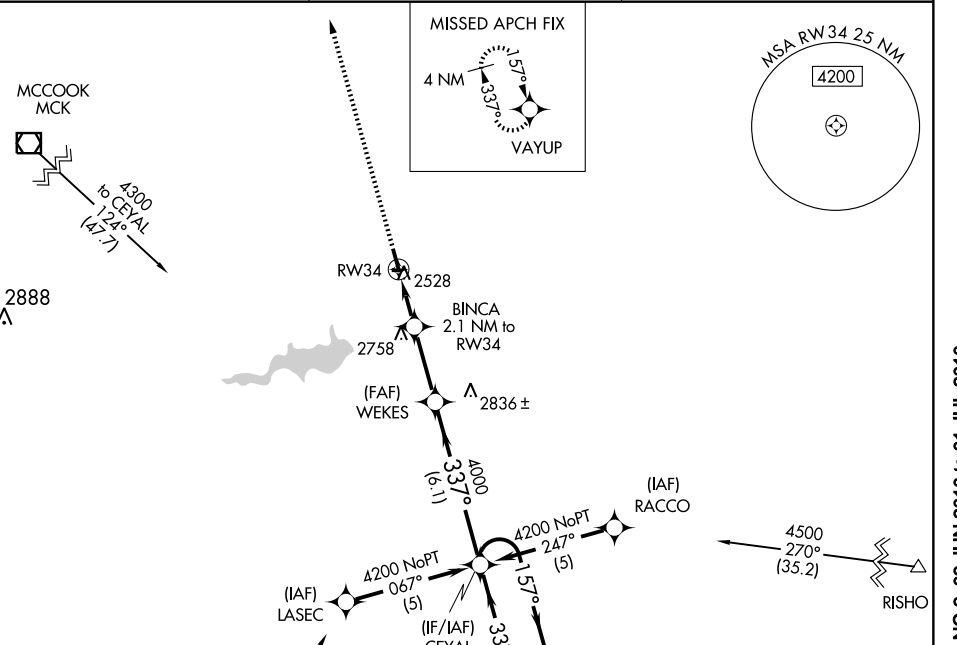
▽

▲ NA

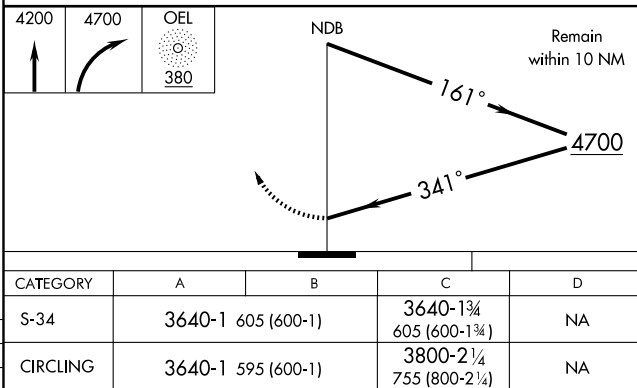
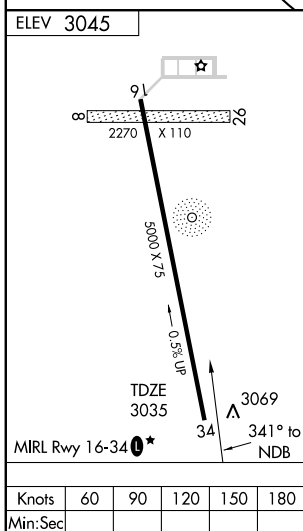
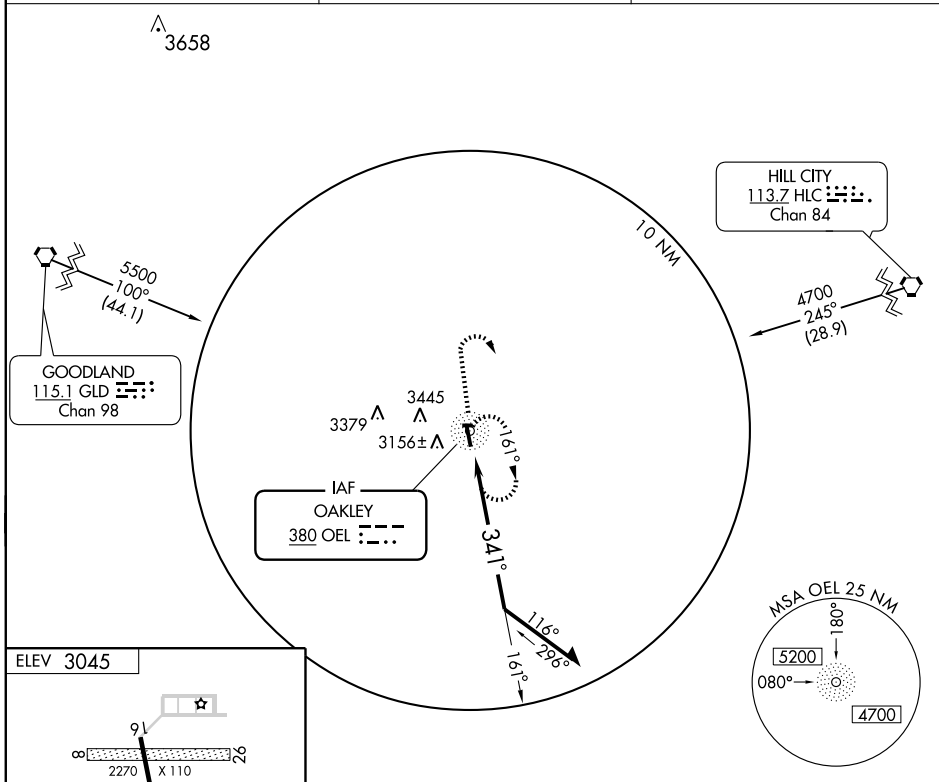
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hill City altimeter setting and increase all MDAs 100 feet. Procedure NA at night.

MISSED APPROACH: Climb to 4200 direct VAYUP WP and hold.

AWOS-3 118.275	DENVER CENTER 132.5 379.15	CTAF 122.9
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AWOS-3 118.325	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF) 0
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RNAV (GPS) RWY 34

OAKLEY MUNI (OEL)

WAAS
CH **69500**
W34A

APP CRS
341°

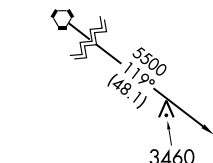
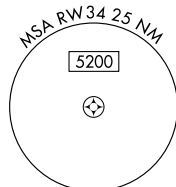
Rwy Idg
TDZE
Apt Elev **5000**
3035
3045

NA

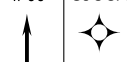
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Renner Field/Goodland Muni altimeter setting and increase all DAs/MDAs 200 feet. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (109°F). BARO-VNAV NA when using Renner Field/Goodland Muni altimeter setting.

MISSED APPROACH: Climb to 4700 direct CUGGA and hold.

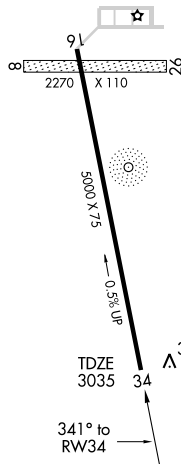
AWOS-3
118.325
DENVER CENTER
132.5 379.15
UNICOM
122.8 (CTAF) 0
MISSED APCH FIX

3379
Λ
3445
Λ
RW34
(FAF)
HOLKO
HILL CITY
HLC
4700
219°
(28.2)
GOODLAND
GLD

(IAF)
RUPYO
4700 NoPT
071°
(5)
(IF/IAF)
LIBNE
4700 NoPT
251°
(5)
(IAF)
PIYCI
4700
341°
(6.2)
161°
341°
5 NM


Procedure NA for arrival at HLC VORTAC on V216 northeast bound.
Procedure NA for arrival at GLD VORTAC on V132 and V17 northwest bound.

4700 **CUGGA**

HOLKO
LIBNE
5 NM
Holding Pattern
RW34
341°
161°
341°
4700
4700
GS 3.00°
TCH 40
5.1 NM
6.2 NM

CATEGORY	A	B	C	D
LPV DA	3285-1	250 (300-1)		NA
LNAV/VNAV DA	3472-1½	437 (500-1½)		NA
LNAV MDA	3320-1	285 (300-1)		NA
CIRCLING	3480-1½ 435 (500-1½)	3500-1½ 455 (500-1½)	3800-2¼ 755 (800-2¼)	NA

ELEV 3045
MIRL RWY 16-34 0*


▼ Use McCook altimeter setting; when not available use Goodland altimeter setting and increase all MDAs 200 feet.

▲ NA

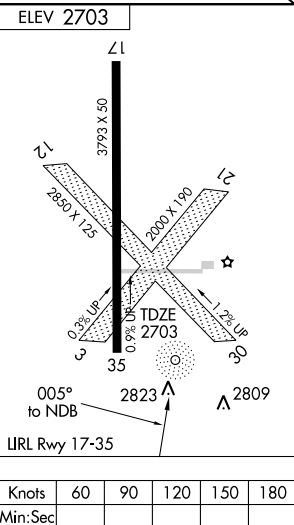
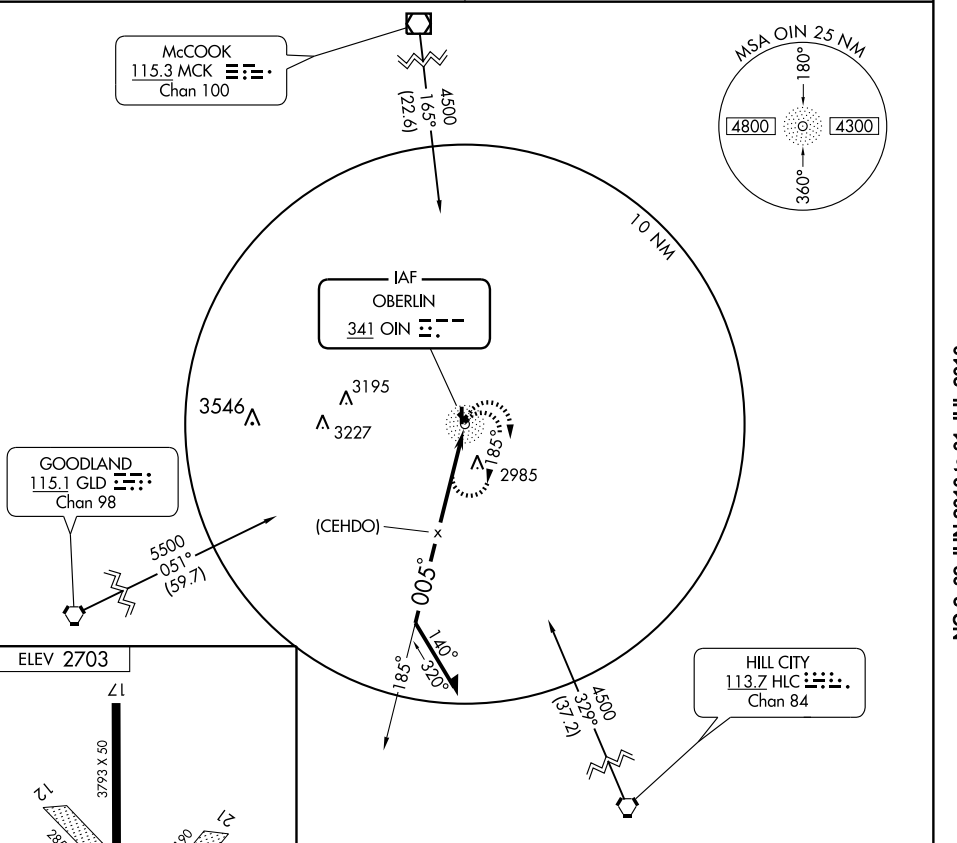
MISSED APPROACH: Climbing right turn to 4400 in OIN NDB holding pattern.

DENVER CENTER

132.5 379.15

UNICOM

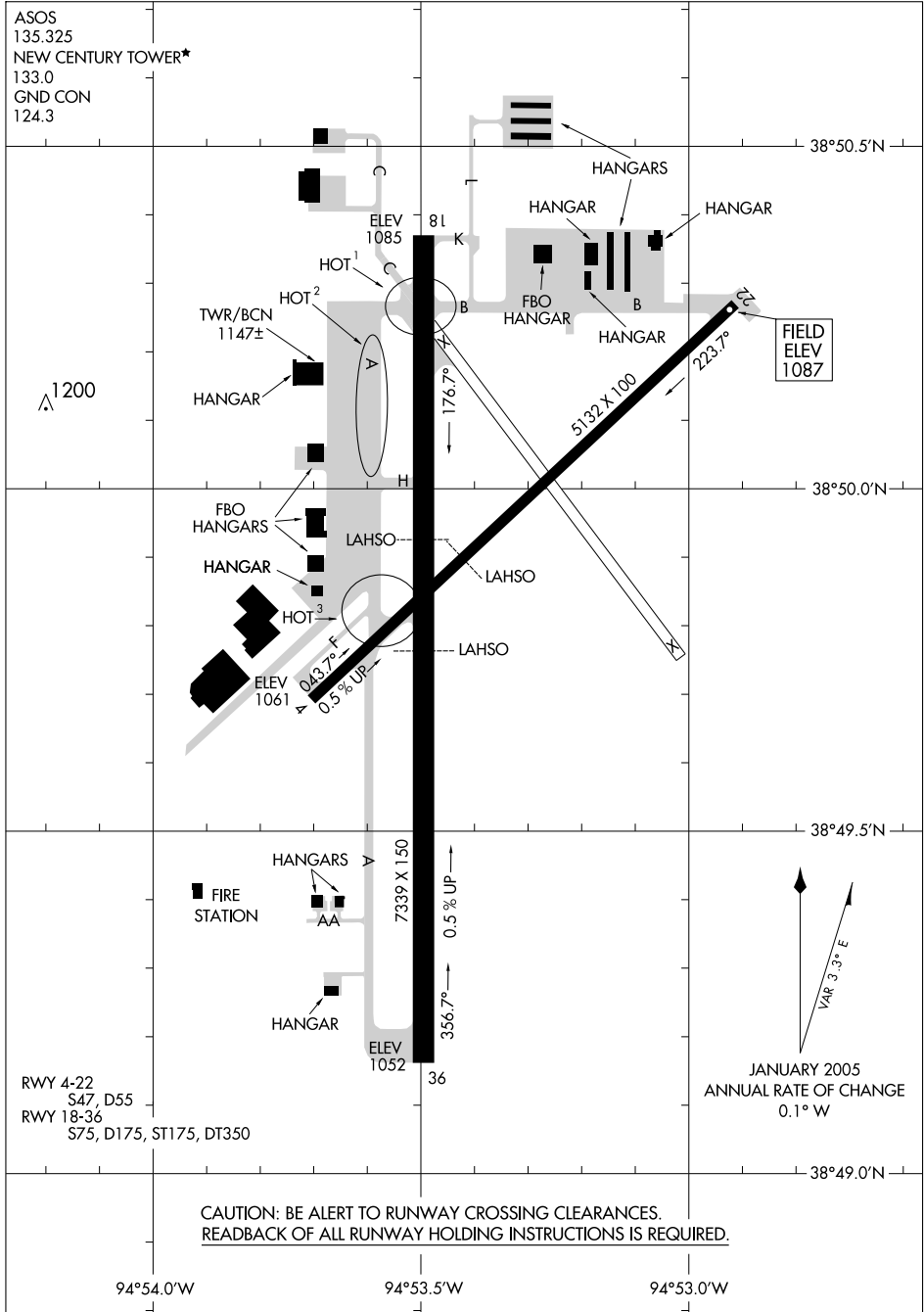
122.8 (CTAF)

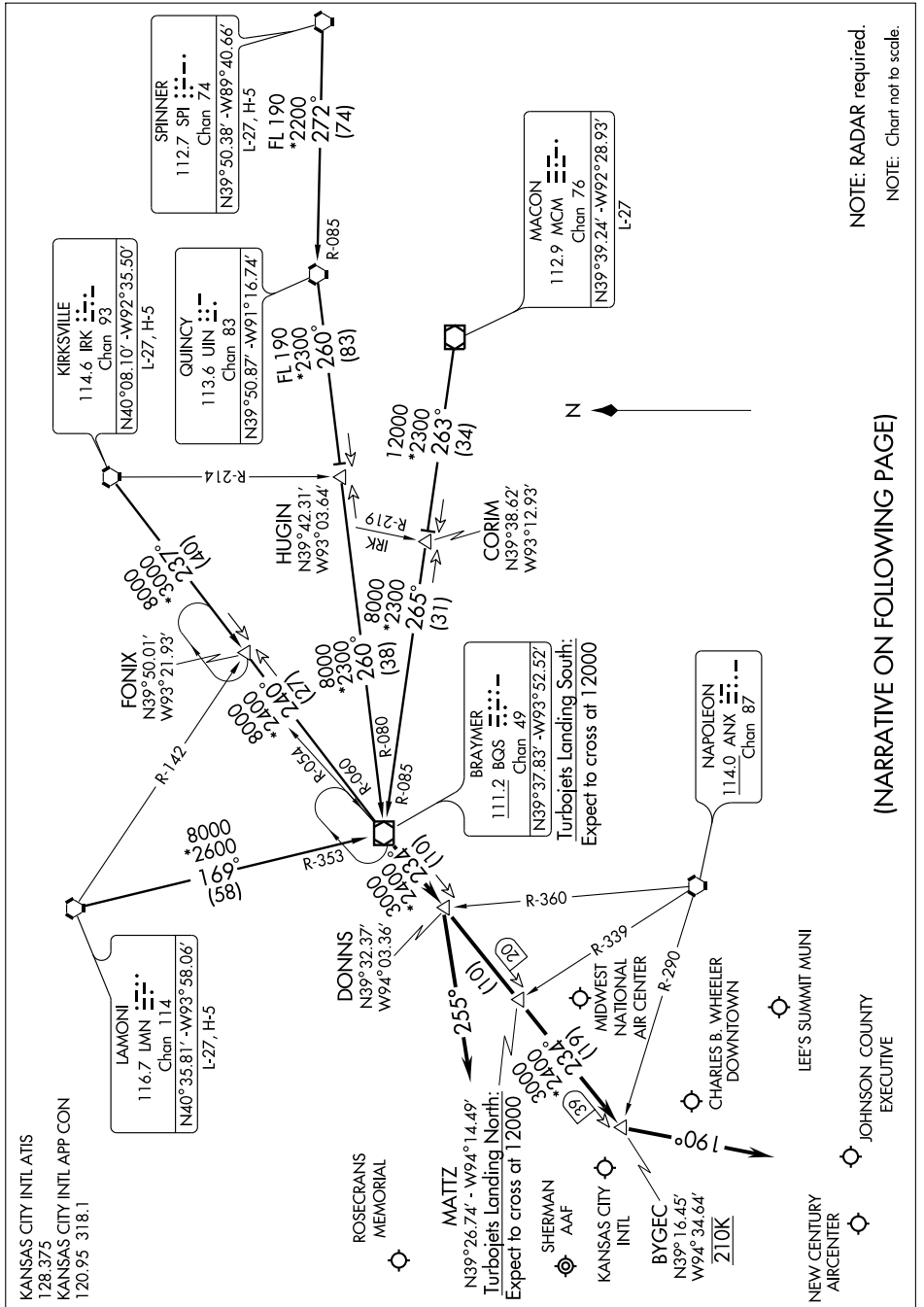


Remain within 10 NM		NDB		4400	OIN
				185°	341
				005°	
				4 NM	
CATEGORY	A	B	C	D	
S-35	3420-1	717 (800-1)	3420-2	NA	
CIRCLING	3420-1	717 (800-1)	3420-2	NA	

AIRPORT DIAGRAM

AL-302 (FAA)

OLATHE/NEW CENTURY AIRCENTER (IXD)
OLATHE, KANSAS



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

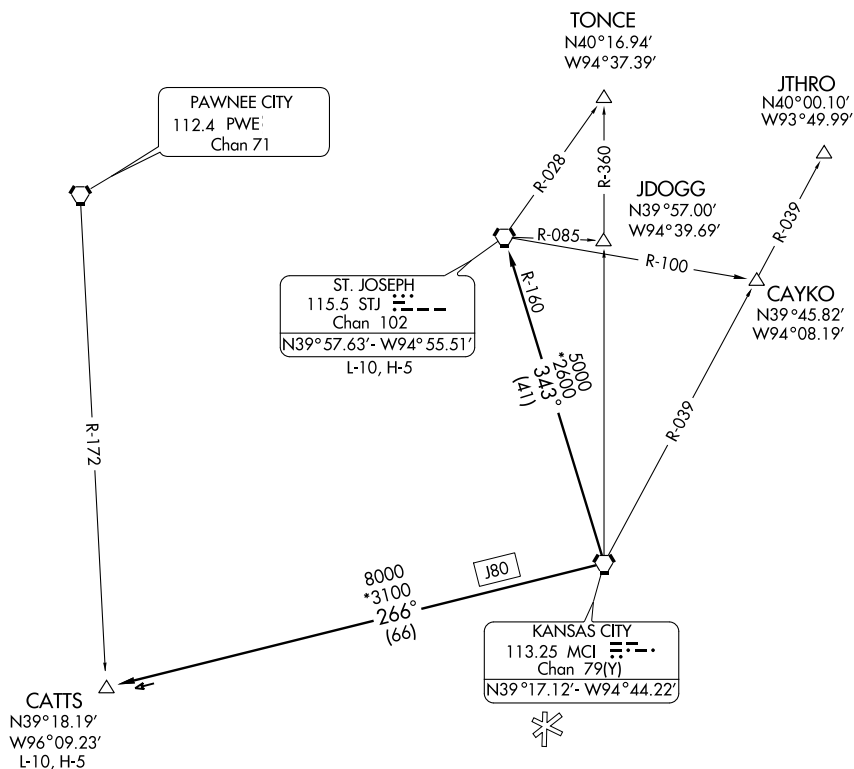
Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

KANSAS CITY DEP CON
118.9 294.7

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

LOC/DME I-IXD <u>110.9</u> Chan 46	APP CRS 356°	Rwy Idg 7339 TDZE 1066 Apt Elev 1087
--	------------------------	---

ILS or LOC RWY 36

OLATHE/NEW CENTURY AIRCENTER (IXD)

T If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all DA/MDAs 20 feet. VDP NA with **A** Johnson County Executive altimeter setting. ADF required.

MALSR

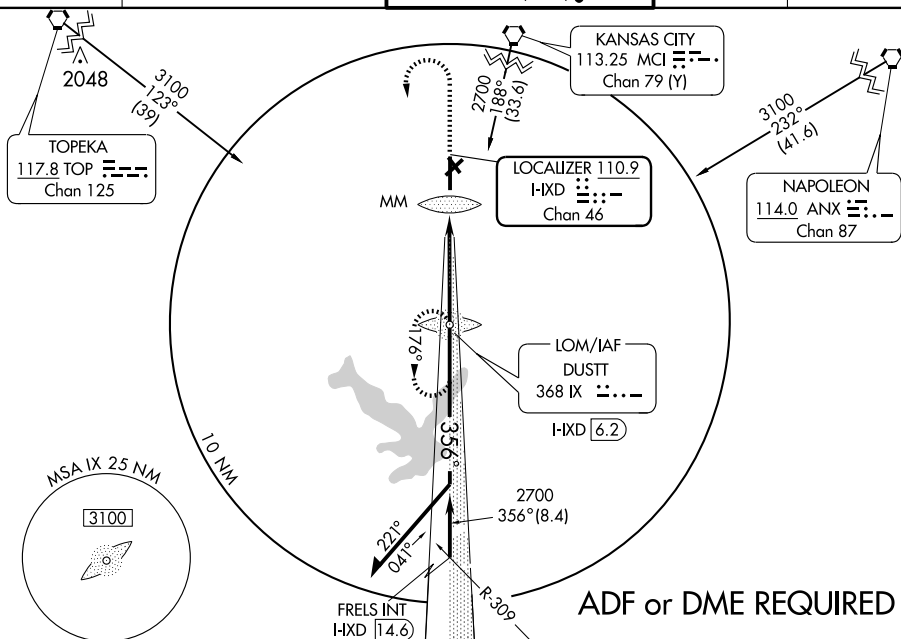
MISSED APPROACH: Climb to 3000 then left turn direct DUSTT LOM and hold.

ASOS
135.325

KANSAS CITY APP CON
118.9 294.7

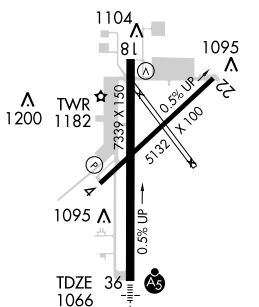
NEW CENTURY TOWER ★
133.0 (CTAF) 0

GND CON
124.3

UNICOM
122.95

ADF or DME REQUIRED

ELEV 1087

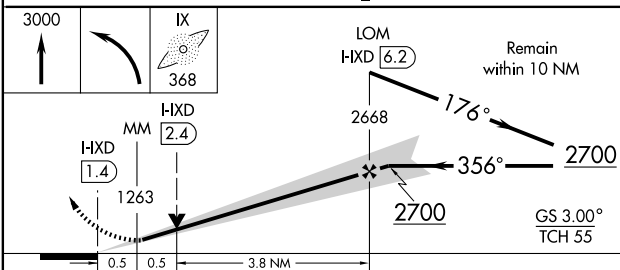


REIL Rwy 18
MIRL Rwy 4-22
HIRL Rwy 18-36

356° 4.8 NM
from FAF

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

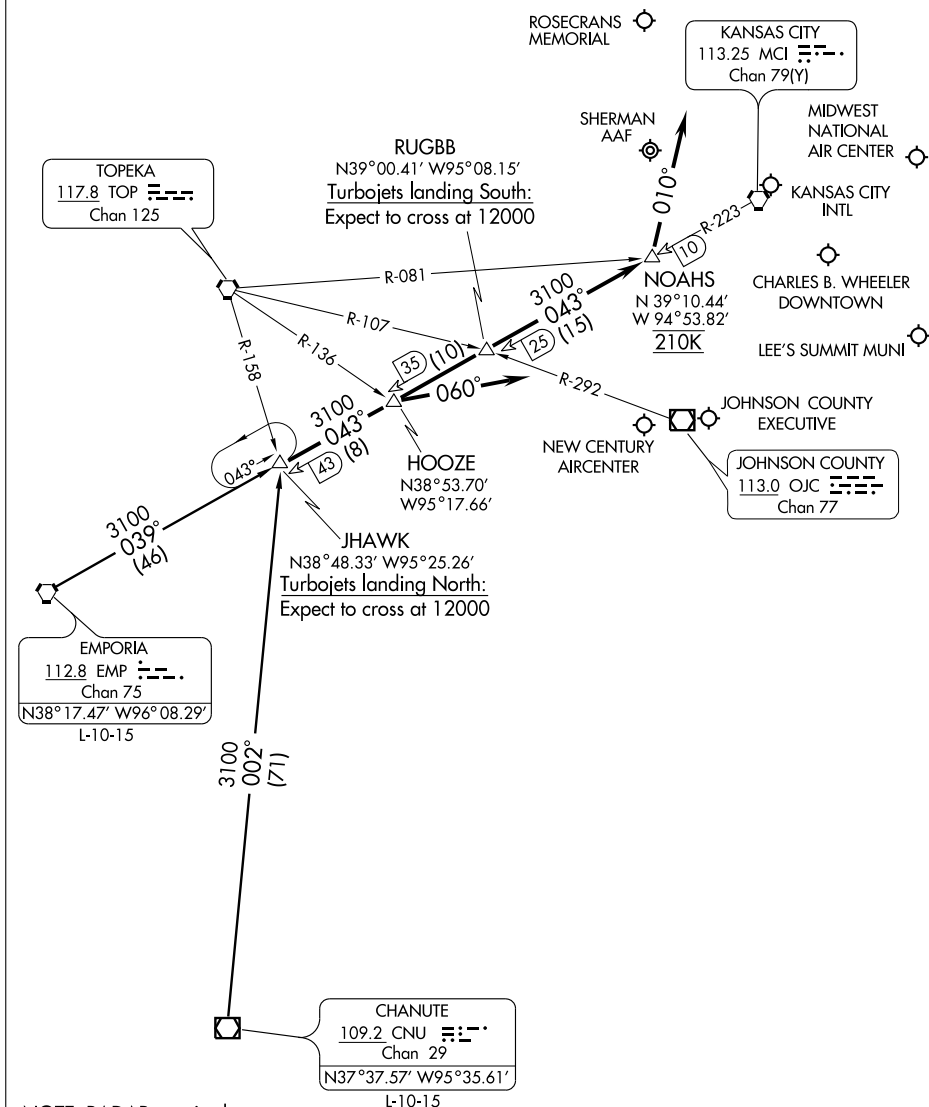


CATEGORY	A	B	C	D
S-ILS 36	1266- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$)			
S-LOC 36	1440- $\frac{1}{2}$ 374 (400- $\frac{1}{2}$)			1440- $\frac{3}{4}$ 374 (400- $\frac{3}{4}$)
CIRCLING	1560-1	473 (500-1)	1560-1 $\frac{1}{2}$ 473 (500-1 $\frac{1}{2}$)	1640-2 553 (600-2)

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

LAKES FIVE DEPARTURE

SL-302 (FAA)

OLATHE, KANSAS

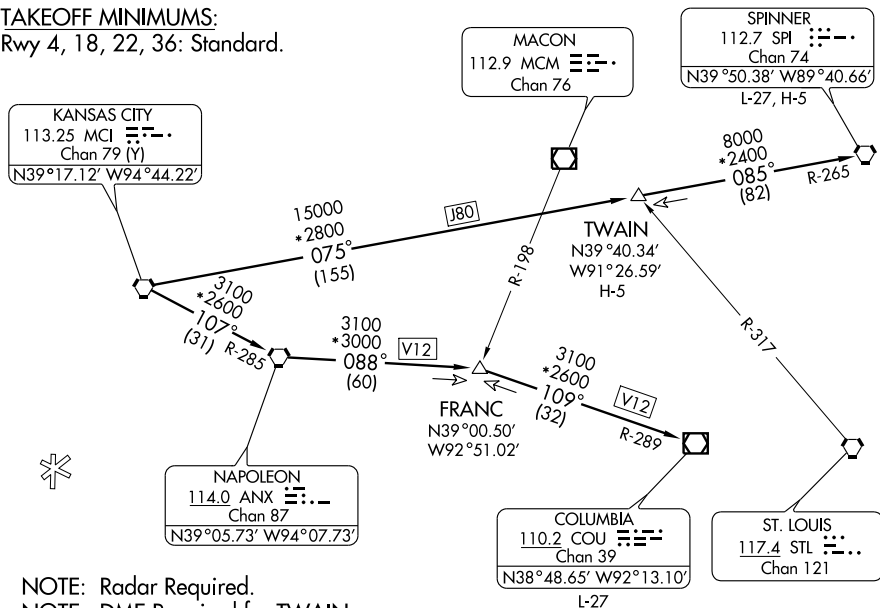
KANSAS CITY DEP CON

118.9 294.7

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:

Rwy 4, 18, 22, 36: Standard.



Takeoff Obstacles:

Rwy 4, fence 204 feet from DER, 256 feet right of centerline, 10' AGL/1096' MSL. Obstruction light 296 feet from DER, 163 feet right of centerline, 19' AGL/1098' MSL. Obstruction light 492 feet from DER, 43 feet left of centerline, 16' AGL/1095' MSL. Tree 1529 feet from DER, 125 feet left of centerline, 60' AGL/1149' MSL. Tree 1824 feet from DER, 665 feet right of centerline, 59' AGL/1171' MSL.

Rwy 18, tree 1899 feet from DER, 8 feet left of centerline, 64' AGL/1103' MSL. Tree 2051 feet from DER, 662 feet right of centerline, 50' AGL/1108' MSL.

Rwy 36 ground beginning 16 feet from DER, from 407 feet right to 487 feet left of centerline, 1088' MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

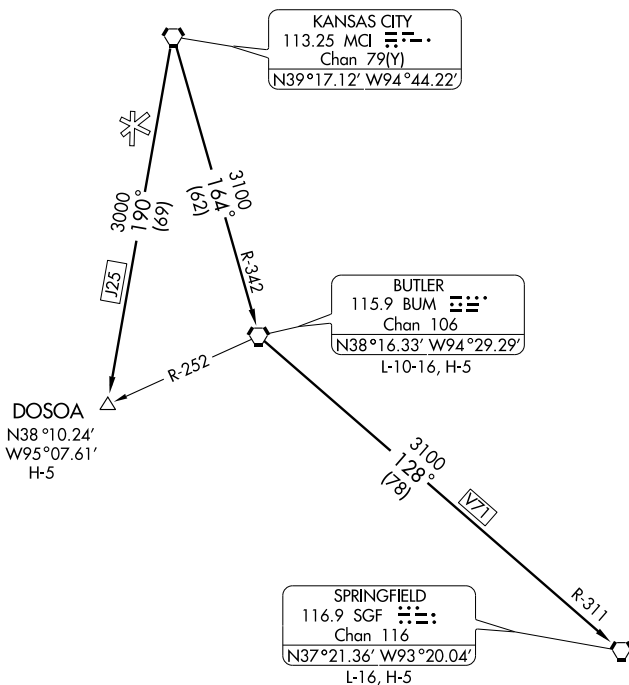
RACER THREE DEPARTURE

SL-302 (FAA)

OLATHE, KANSAS

KANSAS CITY DEP CON

118.9 294.7



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

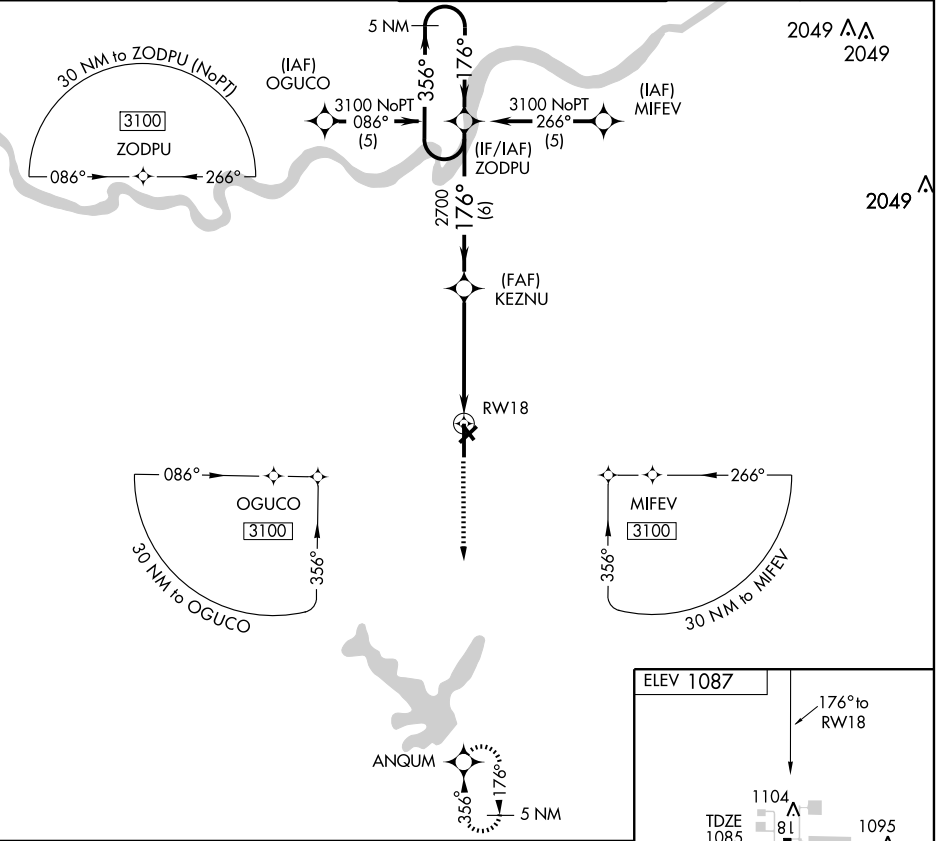
SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

APP CRS	Rwy Idg	7339
176°	TDZE	1085
	Apt Elev	1087

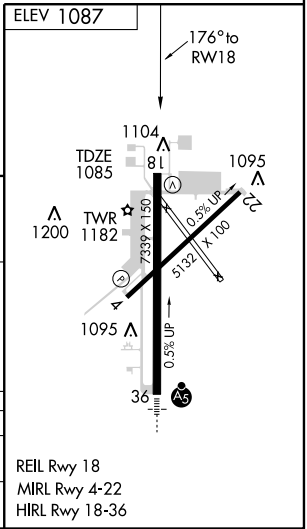
RNAV (GPS) RWY 18

Olathe/ New Century Aircenter (IXD)

<div><div><div></div><div></div></div><div><div></div><div></div></div></div>	DME/DME RNP-0.3 NA. If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all MDAs 20 feet.	MISSED APPROACH: Climb to 3100 direct ANQUM and hold.		
ASOS 135.325	KANSAS CITY APP CON 118.9 294.7	NEW CENTURY TOWER ★ 133.0 (CTAF) 0	GND CON 124.3	UNICOM 122.95



5 NM Holding Pattern				
ZODPU				
3100 ← 356° / 176° →				
KEZNU				
RWY 18				
2700				
3.04° TCH 46				
6 NM 4.9 NM				
CATEGORY	A	B	C	D
LNAV MDA	1500-1	415 (500-1)	1500-1¼	415 (500-1¼)
CIRCLING	1560-1	473 (500-1)	1560-1½ 473 (500-1½)	1640-2 553 (600-2)



REIL Rwy 18
MIRL Rwy 4-22
HIRL Rwy 18-36

WAAS
CH 81807
W36A

APP CRS
356°

Rwy ldg
TDZE 1066
Apt Elev 1087

▽

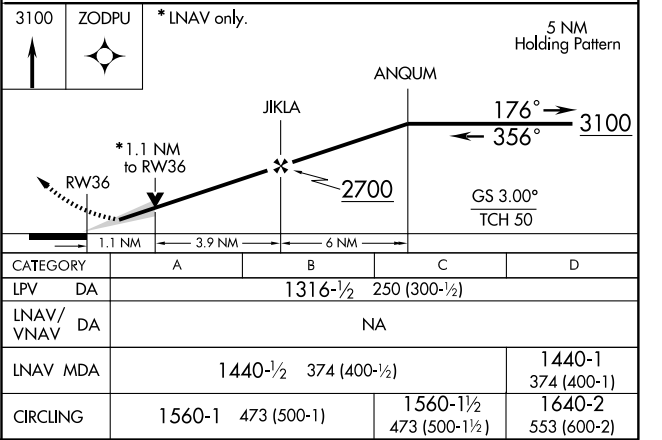
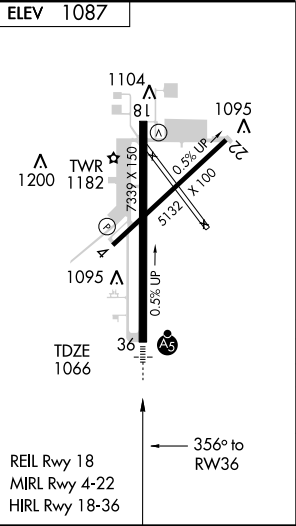
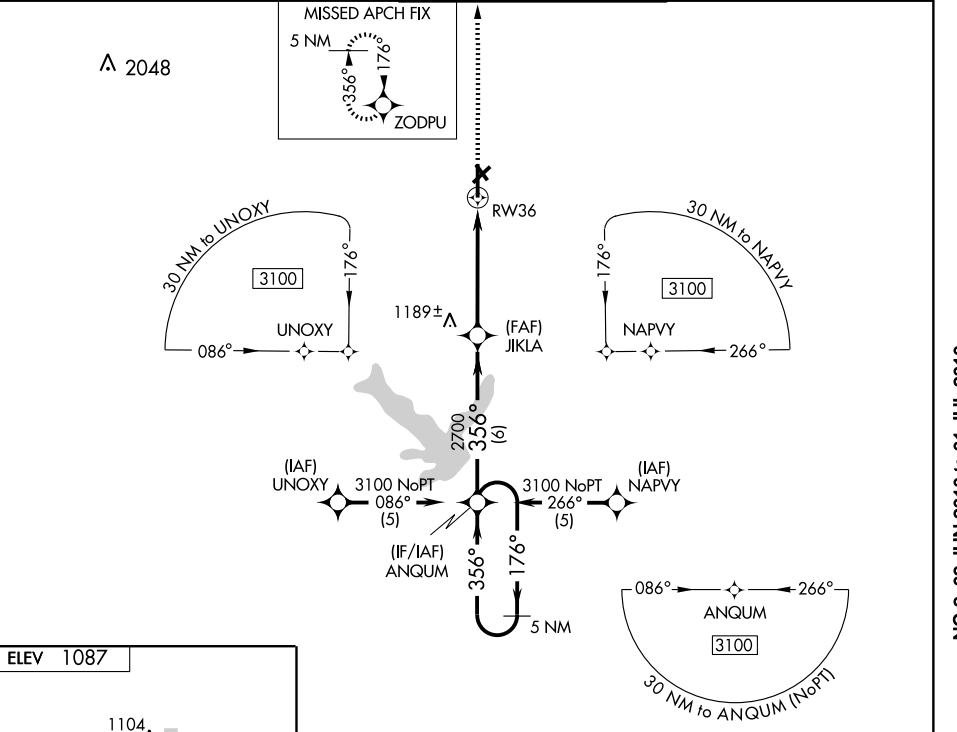
▲

DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat. D visibility to 1½ and LPV visibility to 1 all categories. If local altimeter setting not received, use Johnson County Executive altimeter setting and increase all DA/MDAs 20 feet. VDP NA with Johnson County Executive altimeter setting.

MALSR

MISSED APPROACH: Climb to 3100 direct ZODPU and hold.

ASOS 135.325	KANSAS CITY APP CON 118.9 294.7	NEW CENTURY TOWER ★ 133.0 (CTAF) 0	GND CON 124.3	UNICOM 122.95
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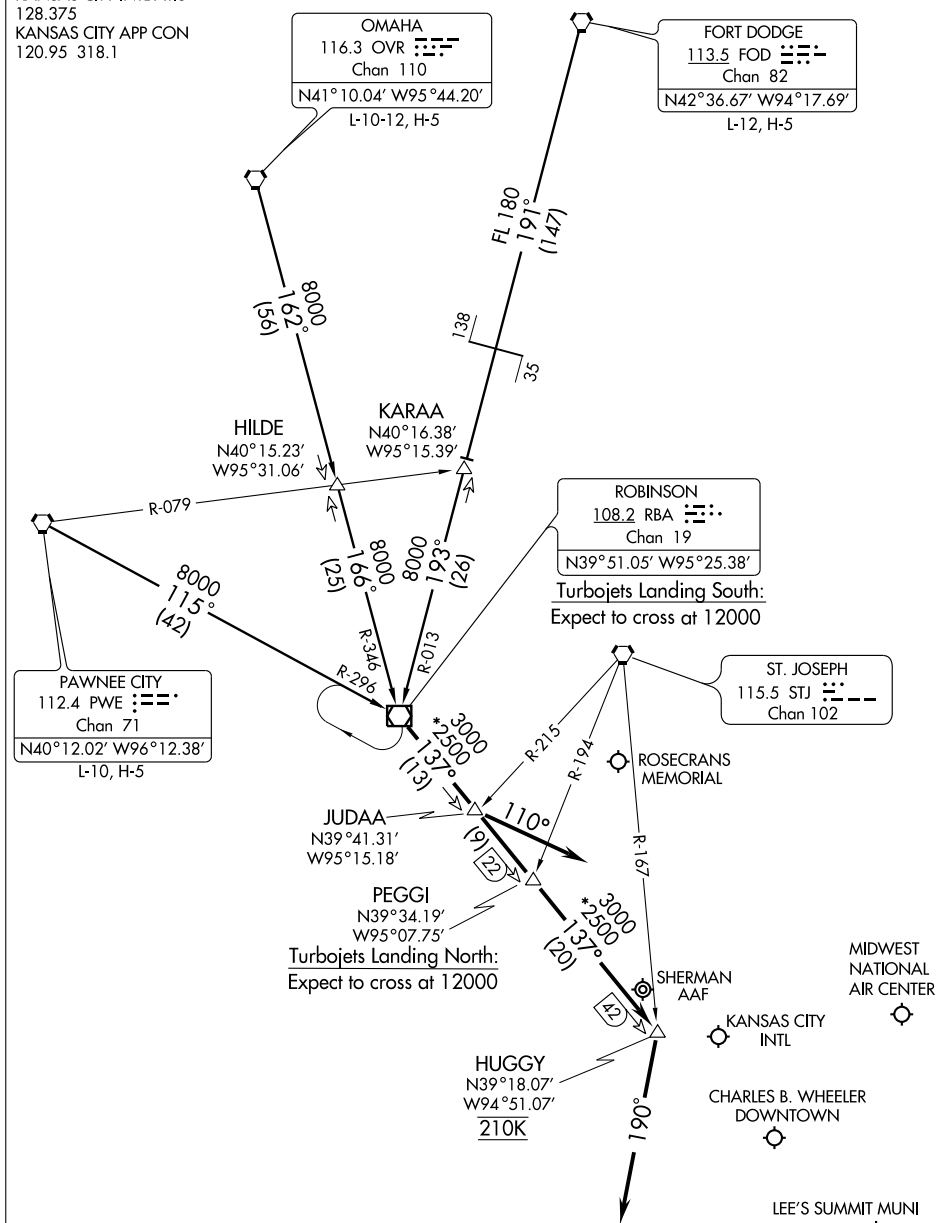


ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

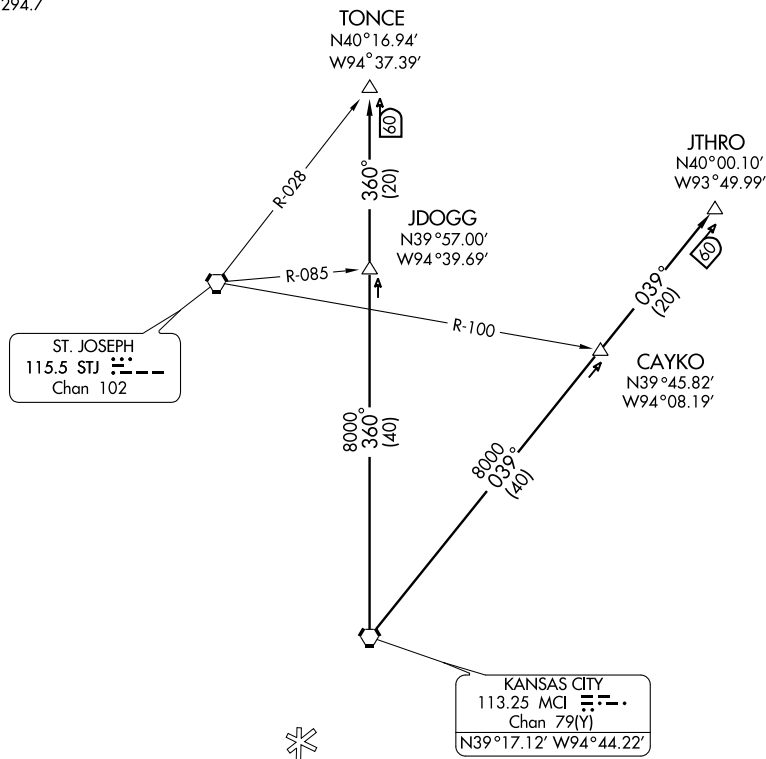
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

KANSAS CITY DEP CON
118.9 294.7



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

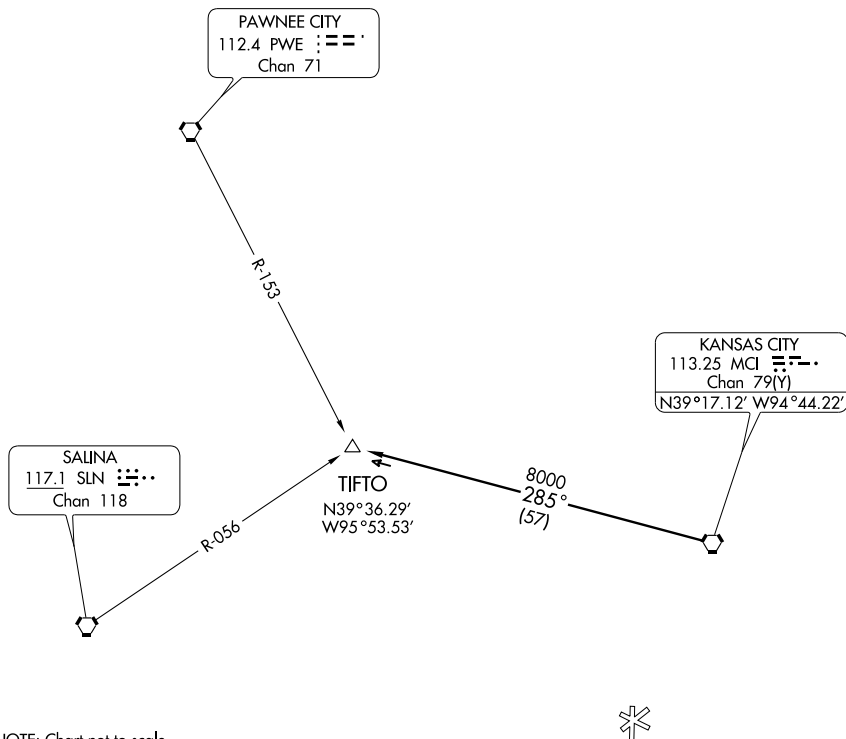
TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

TIFTO TWO DEPARTURE

SL-302 (FAA)

OLATHE, KANSAS

KANSAS CITY DEP CON
118.9 294.7



DEPARTURE ROUTE DESCRIPTION

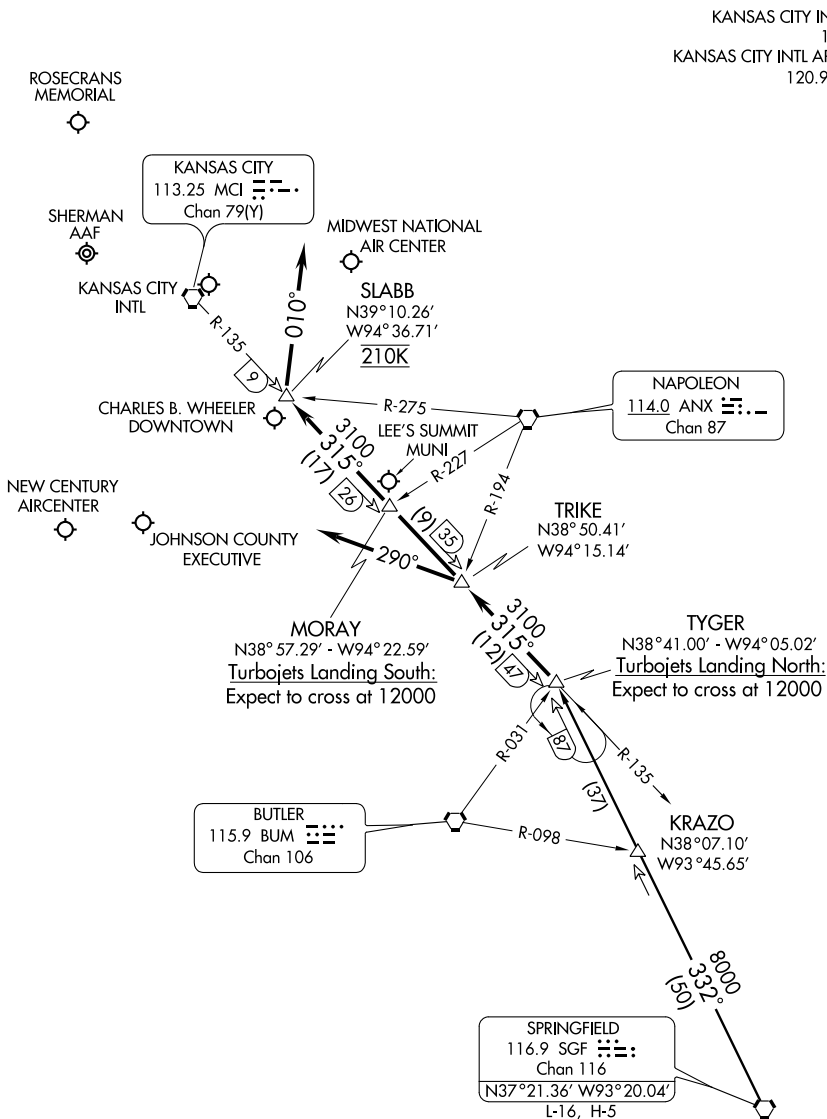
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

VOR/DME OJC <u>113.0</u> Chan 77	APP CRS 260°	Rwy Idg N/A TDZE N/A Apt Elev 1087
---	------------------------	---

VOR-A

OLATHE/NEW CENTURY AIRCENTER (IXD)

T If local altimeter setting not received, use Johnson County
A Executive altimeter setting and increase all MDAs 20 feet.

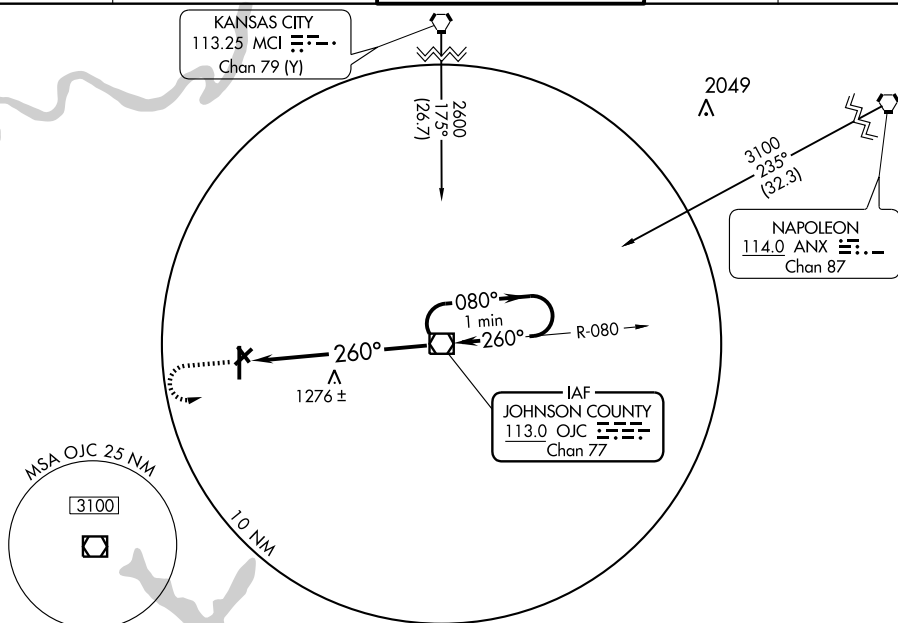
MISSED APPROACH: Climb to 3000 then left turn direct OJC VOR/DME and hold.

ASOS
135.325

KANSAS CITY APP CON
118.9 294.7

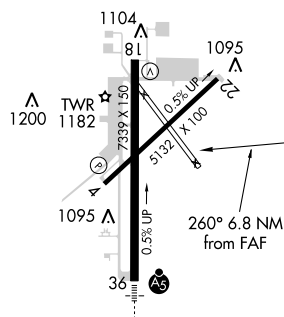
NEW CENTURY TOWER ★
133.0 (CTAF) L

GND CON
124.3

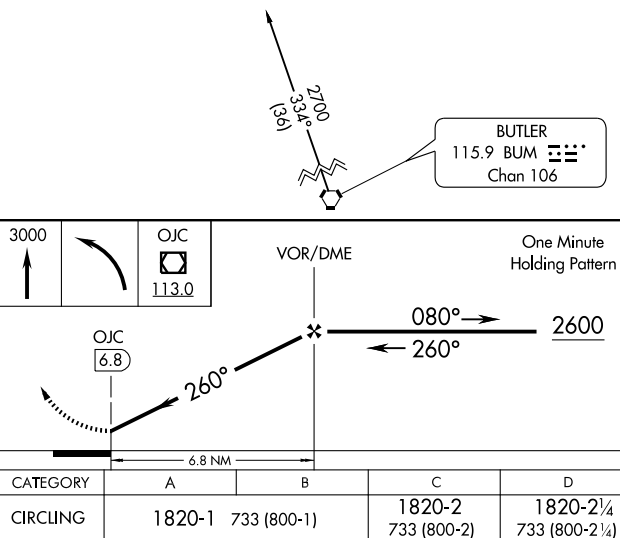
UNICOM
122.95

NC-2. 03 JUN 2010 to 01 JUL 2010

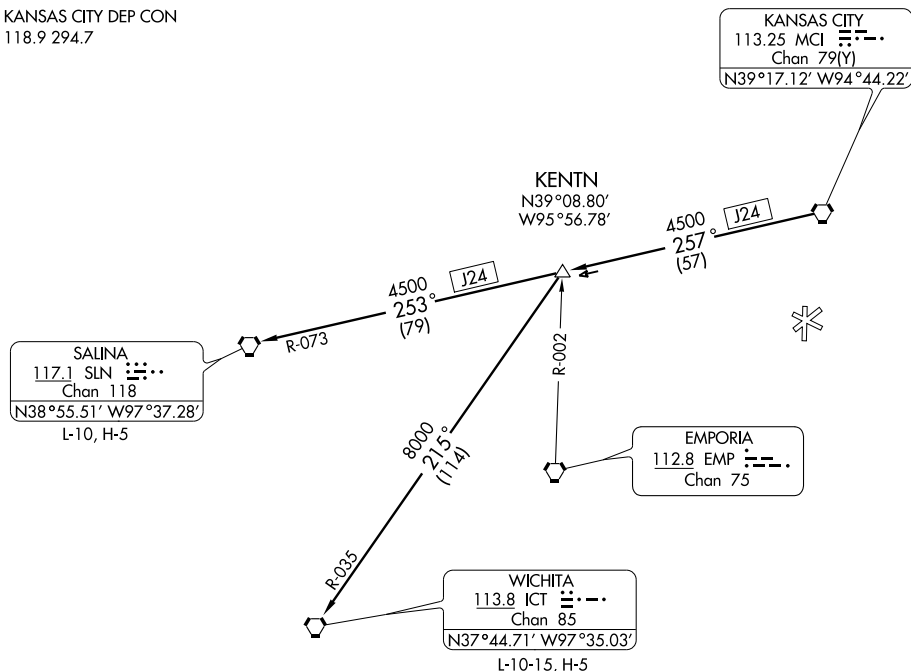
ELEV 1087



REIL Rwy 18
MIRL Rwy 4-22
HIRL Rwy 18-36



KANSAS CITY DEP CON
118.9 294.7



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

AL-5687 (FAA)

ATIS

119.35

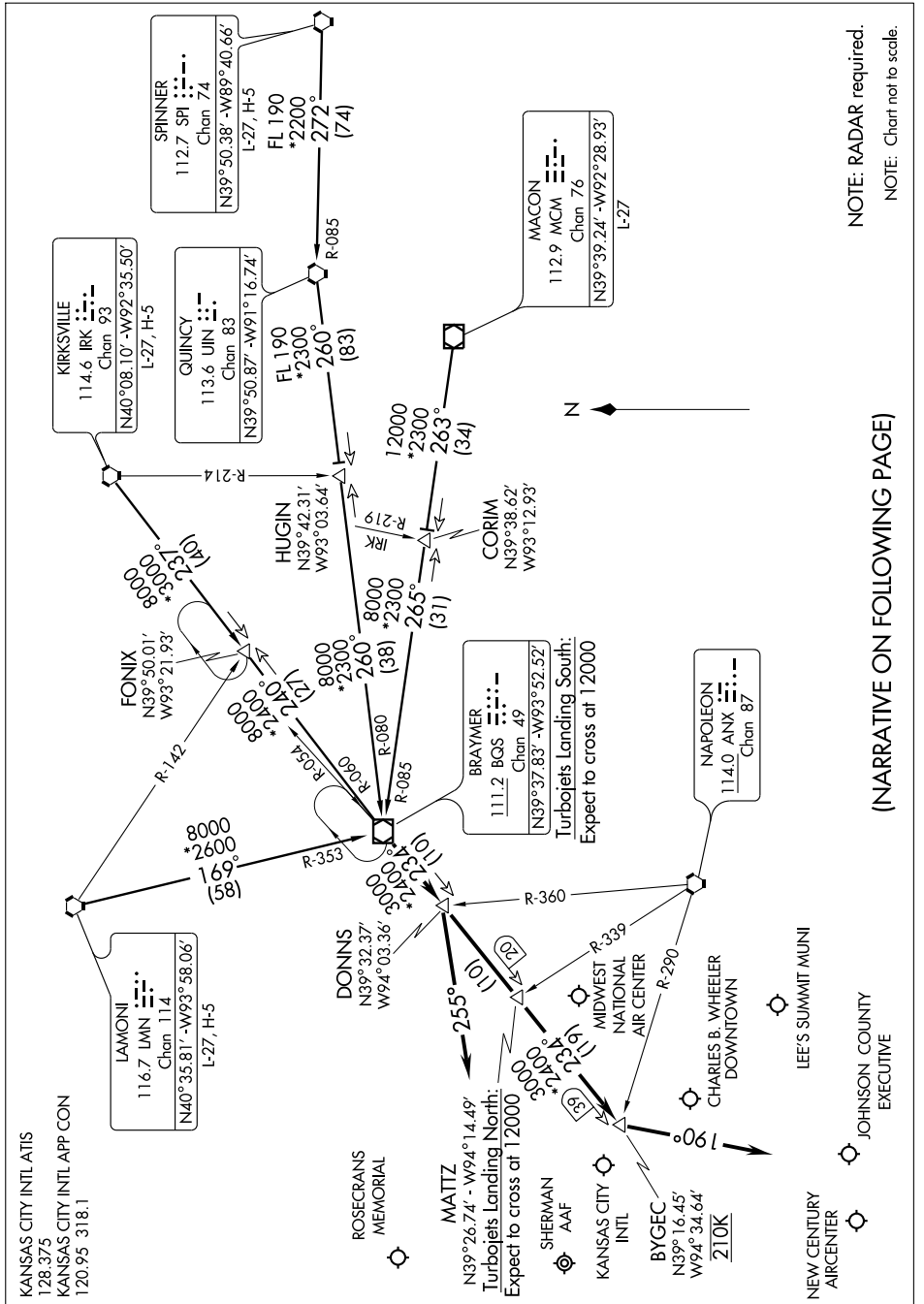
EXECUTIVE TO
126.0 225.4

GND 0
121.6



94°44.5'W

94°44.0'W



(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

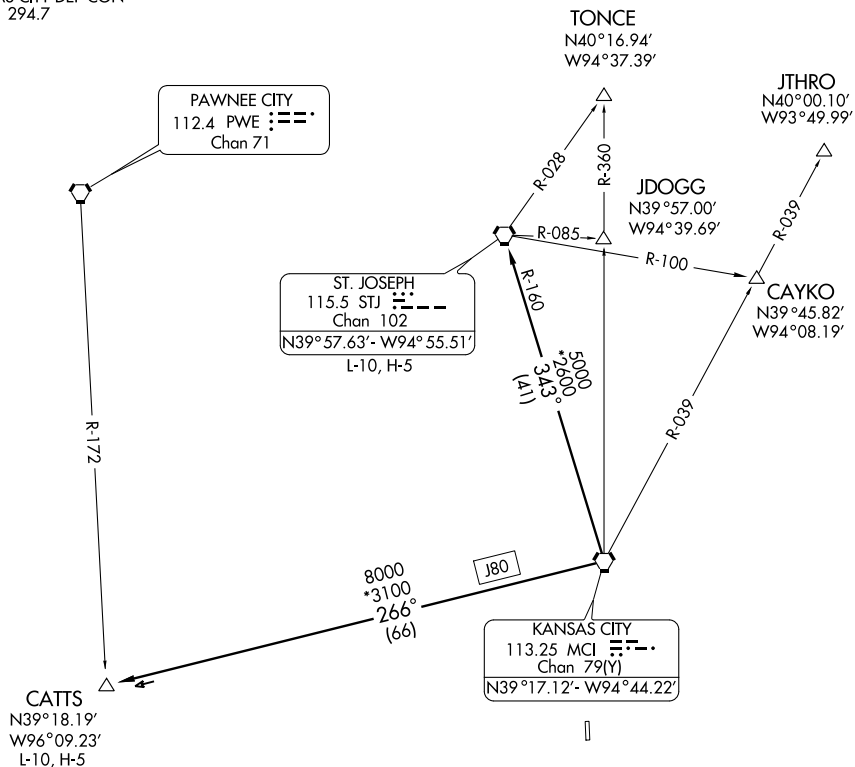
. . . . Expect radar vectors to final approach course.

CHIEF THREE DEPARTURE

SL-5687 (FAA)

OLATHE, KANSAS

ATIS 119.35
KANSAS CITY DEP CON
118.9 294.7



NC-2, 03 JUN 2010 to 01 JUL 2010



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

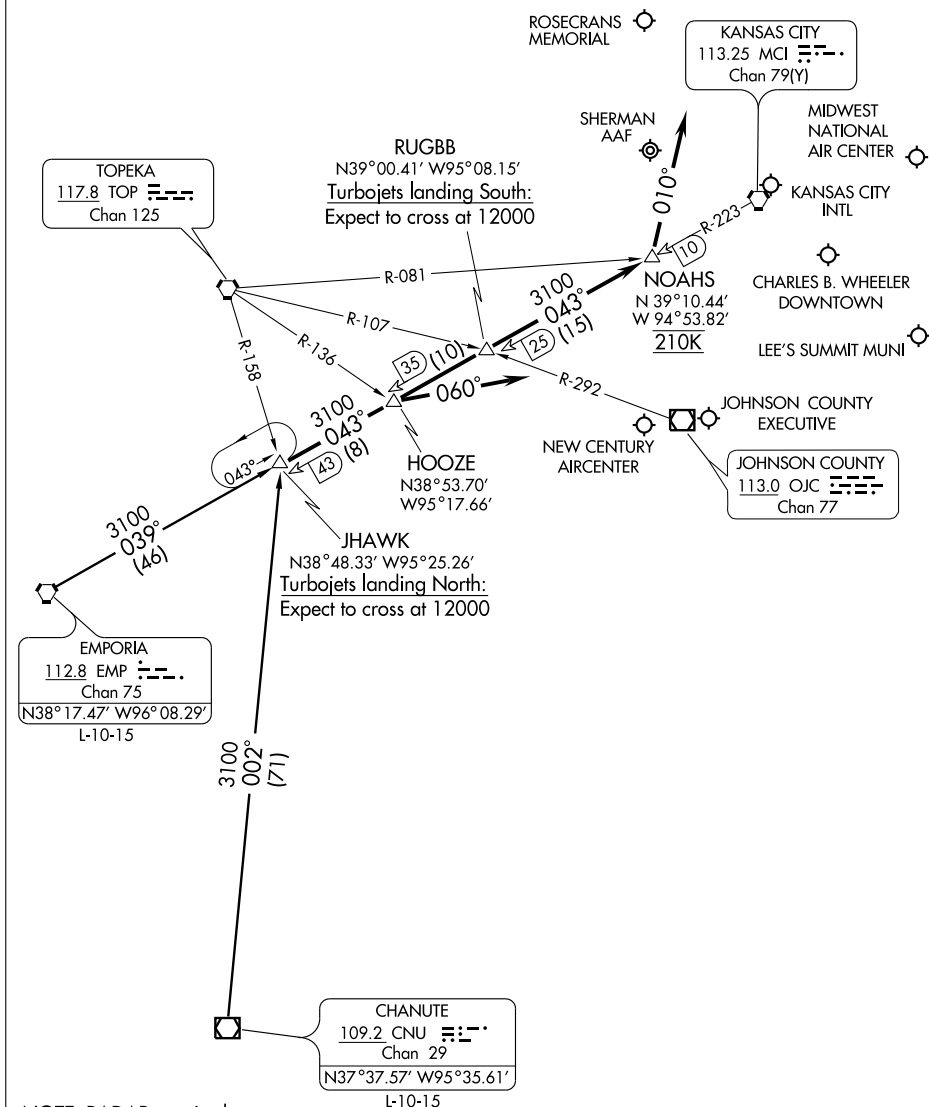
CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

LAKES FIVE DEPARTURE

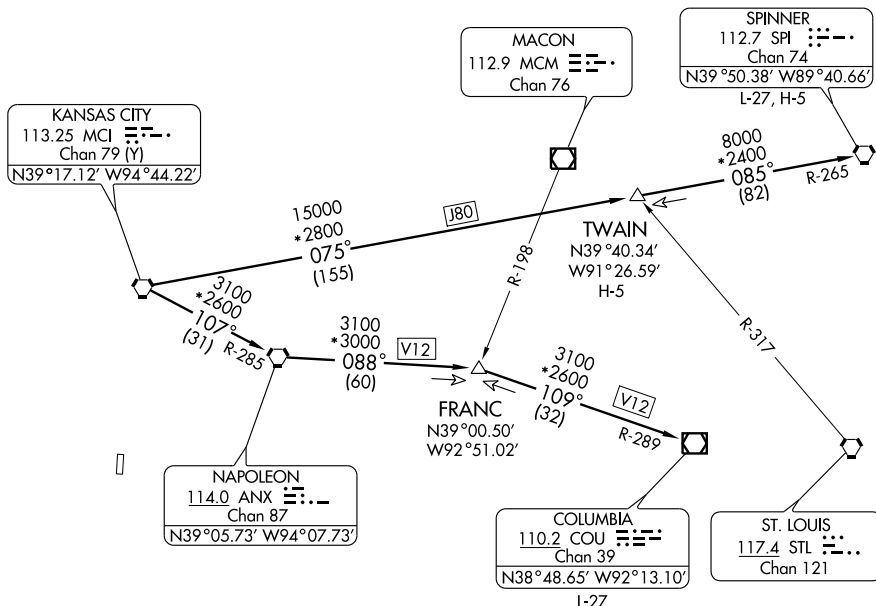
SL-5687 (FAA)

OLATHE, KANSAS

ATIS 119.35

KANSAS CITY DEP CON

118.9 294.7

TAKEOFF MINIMUMS:

Rwy 18, 36: Standard.

NOTE: Radar Required.

NOTE: DME Required for TWAIN and SPINNER Transitions.

Takeoff Obstacles:

Rwy 18, multiple trees 622 feet from DER, 192 feet right of centerline, up to 73' AGL/1084' MSL.

Rwy 36, antenna 335 feet from DER, 263 feet left of centerline, 20' AGL/1110' MSL. Tree 1008 feet from DER, 612 feet right of centerline, 57' AGL/1130' MSL. Tree 1544 feet from DER, 810 feet left of centerline, 71' AGL/1144' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

LOC I-OJC 111.1	APP CRS 176°	Rwy Idg TDZE Apt Elev	4098 1096 1096
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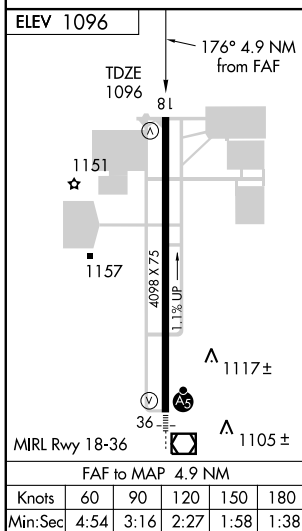
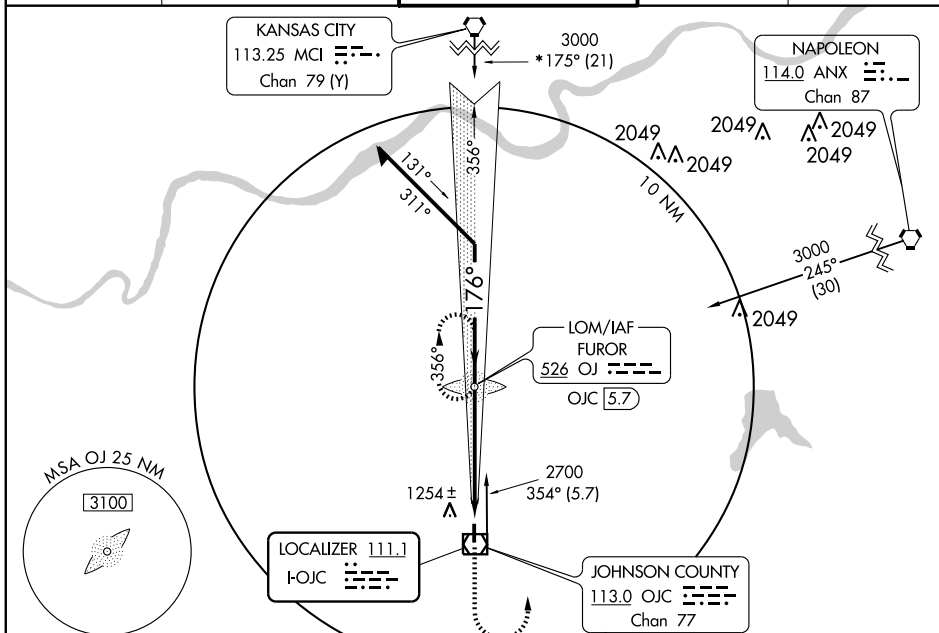
LOC RWY 18

OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

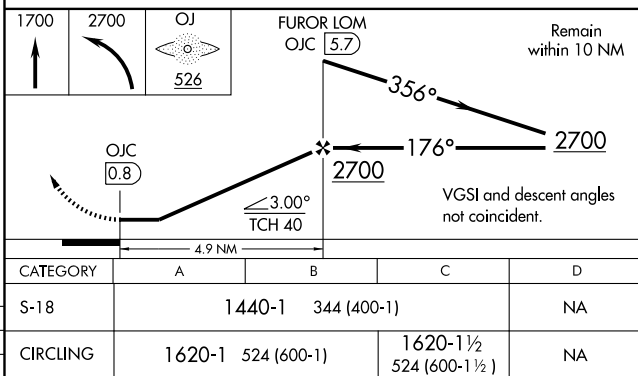
V * MCI VORTAC feeder course is a flight check value.
NA

MISSED APPROACH: Climb to 1700 then left dimbing turn to 2700 direct FUROR LOM/OJC 5.7 DME and hold.

ATIS 119.35	KANSAS CITY APP CON 118.9 294.7	EXECUTIVE TOWER ★ 126.0 (CTAF) 225.4	GND CON 121.6	UNICOM 122.95
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ADF REQUIRED

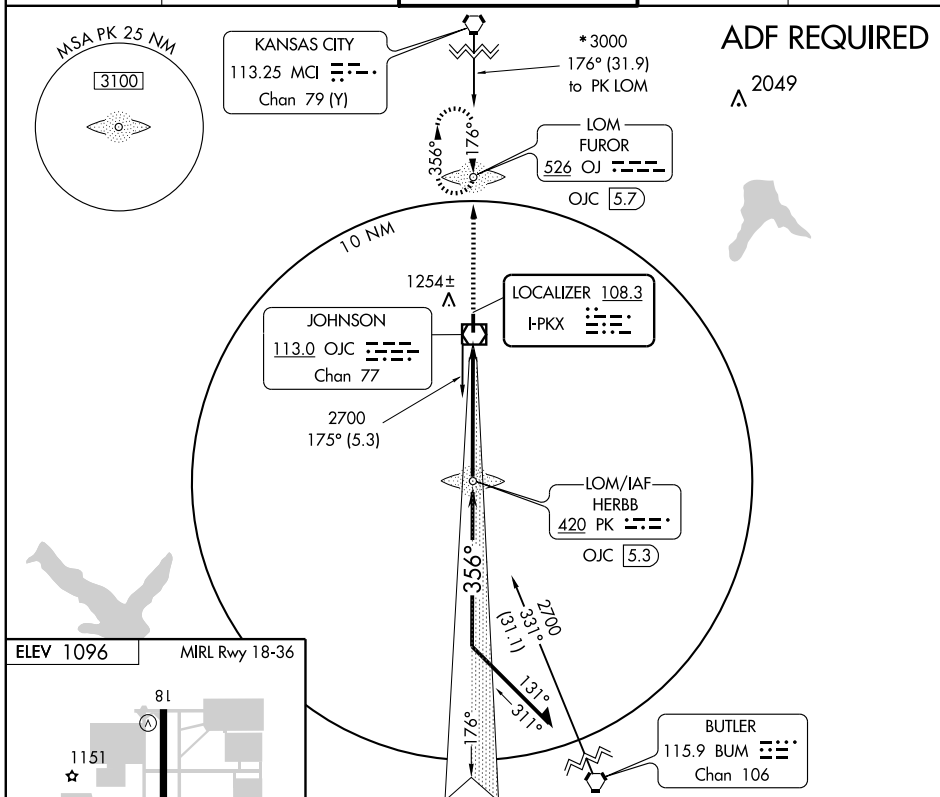


LOC 1-PKX <u>108.3</u>	APP CRS 356°	Rwy Idg 4098 TDZE 1085 Apt Elev 1096
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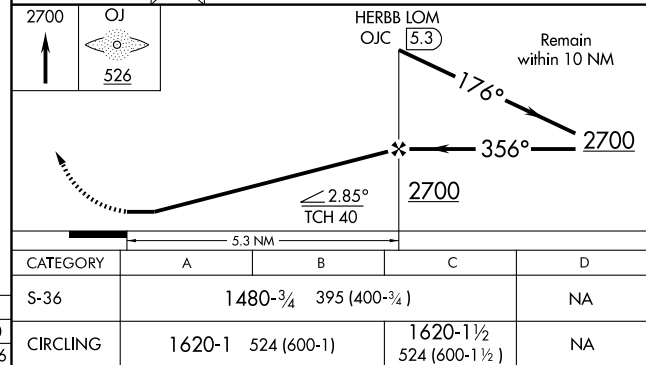
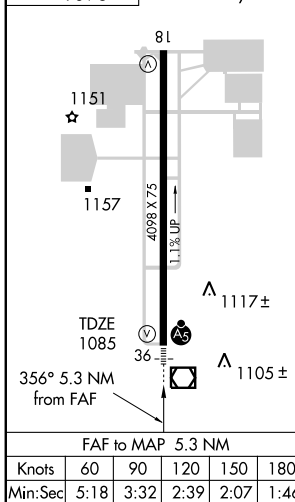
LOC RWY 36
OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

<p>▼ * MCI VORTAC feeder course is a flight check value. For inoperative MALS, increase S-36 Cats A/B/C visibility to 1 mile.</p> <p>A NA</p>	<p>MALS</p> 	<p>MISSED APPROACH: Climb to 2700 direct FUROR LOM/OJC 5.7 DME and hold.</p>
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ATIS 119.35	KANSAS CITY APP CON 118.9 294.7	EXECUTIVE TOWER ★ 126.0 (CTAF) 0 225.4	GND CON 121.6	UNICOM 122.95
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ELEV 1096	MIRL Rwy 18-36
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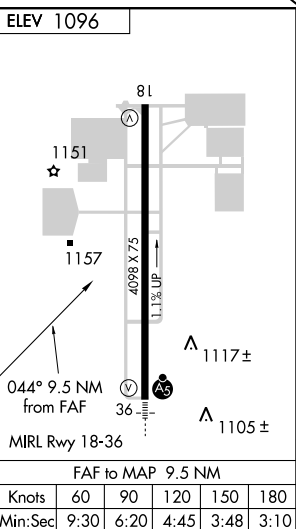
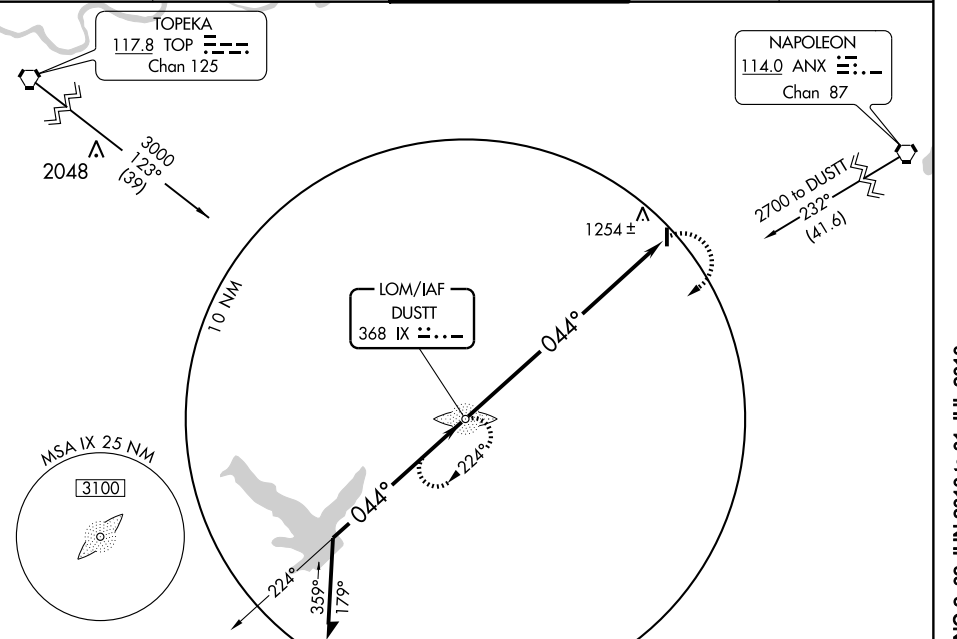


▼

▲ NA

MISSED APPROACH: Climbing right turn to 3000 direct IX LOM and hold.

ATIS 119.35	KANSAS CITY APP CON 118.9 294.7	EXECUTIVE TOWER★ 126.0(CTAF) 225.4	GND CON 121.6	UNICOM 122.95
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Remain within 10 NM		LOM		3000	IX
2700		224°	044°	2700	368
2700		9.5 NM			
CATEGORY	A	B	C	D	
CIRCLING	1820-1	724 (800-1)	1820-2	724 (800-2)	
				NA	

RACER THREE DEPARTURE

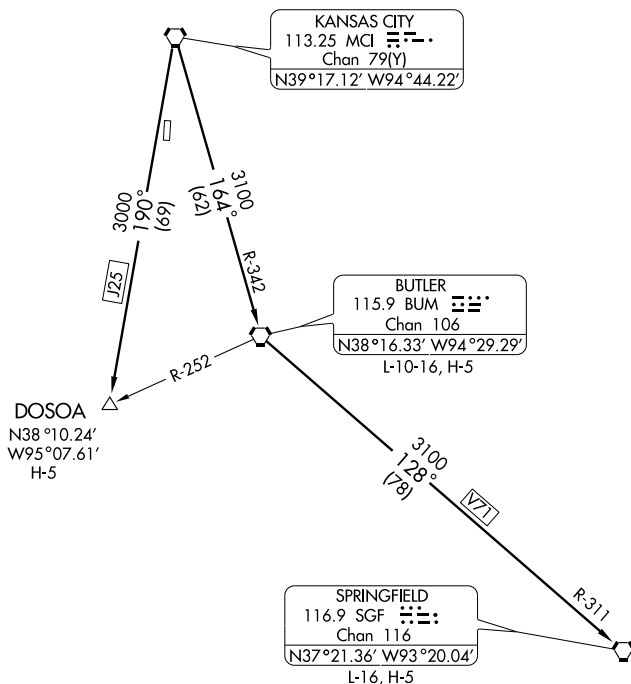
SL-5687 (FAA)

OLATHE, KANSAS

ATIS 119.35

KANSAS CITY DEP CON

118.9 294.7



NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

WAAS CH 53700 W18A	APP CRS 176°	Rwy Idg 4098 TDZE 1096 Apt Elev 1096
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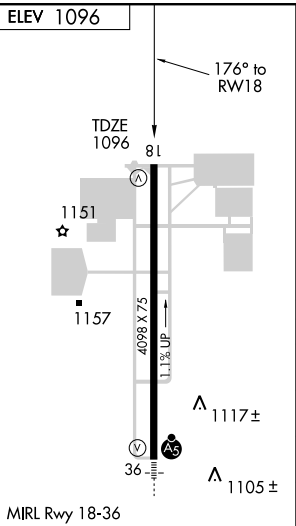
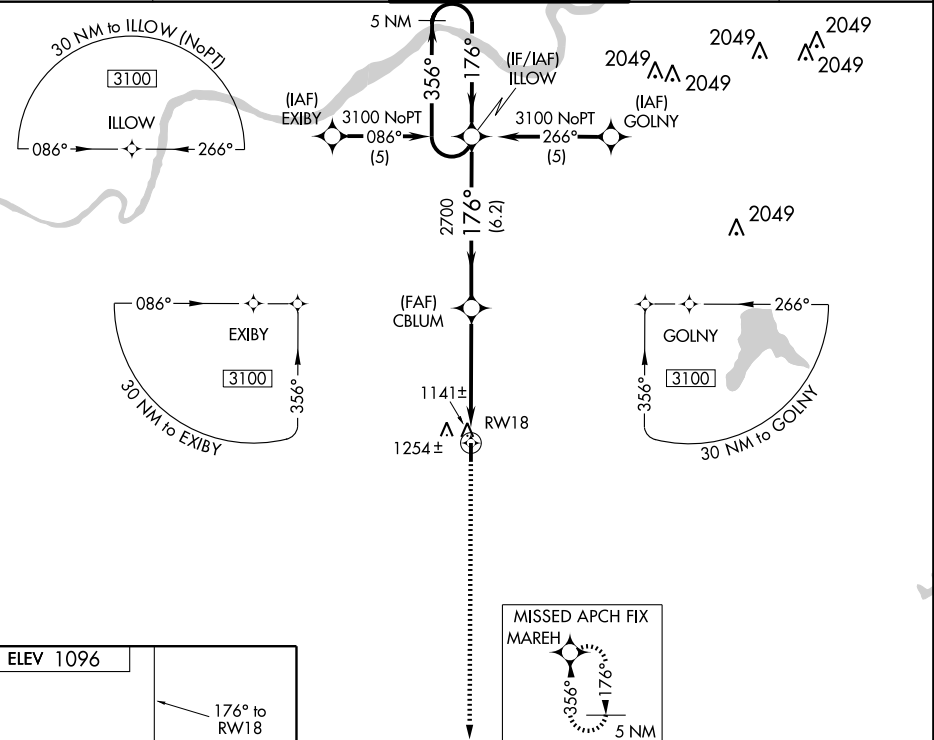
RNAV (GPS) RWY 18



OLATHE/JOHNSON COUNTY EXECUTIVE (OJC)

 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

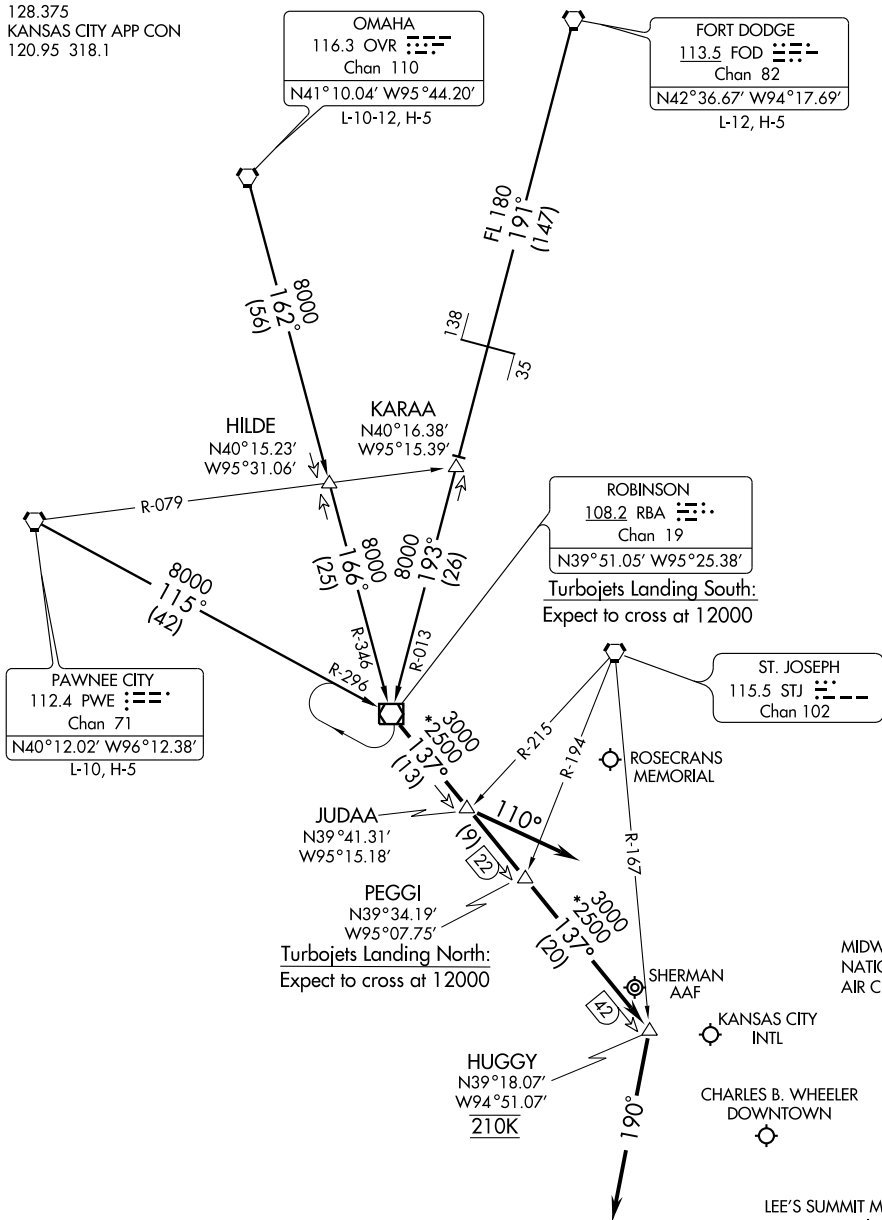
MISSED APPROACH: Climb to 3000 direct MAREH and hold.

ATIS 119.35	KANSAS CITY APP CON 118.9 294.7	EXECUTIVE TOWER★ 126.0(CTAF) 225.4	GND CON 121.6	UNICOM 122.95
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	3000	MAREH		
				
			ILLW	5 NM Holding Pattern
			356° →	3100
			← 176°	GS 3.00° TCH 40
				VGSI and RNAV glidepath not coincident.
CATEGORY	A	B	C	D
LPV DA	1346-1	250 (300-1)		NA
LNAV/VNAV DA	1527-1½	431 (500-1½)		NA
LNAV MDA	1560-1	464 (500-1)	1560-1¼ 464 (500-1¼)	NA
CIRCLING	1620-1	524 (600-1)	1620-1½ 524 (600-1½)	NA

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NEW CENTURY
AIRCENTER 


**JOHNSON COUNTY
EXECUTIVE**

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

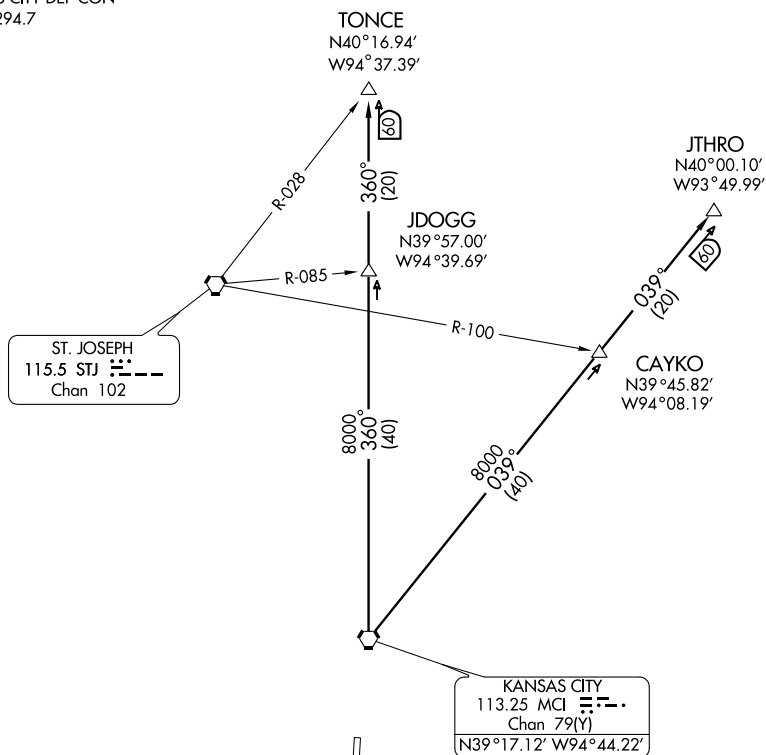
. . . . Expect radar vector to final approach course.

ROYAL THREE DEPARTURE

SL-5687 (FAA)

OLATHE, KANSAS

ATIS 119.35
KANSAS CITY DEP CON
118.9 294.7



NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

TIFTO TWO DEPARTURE

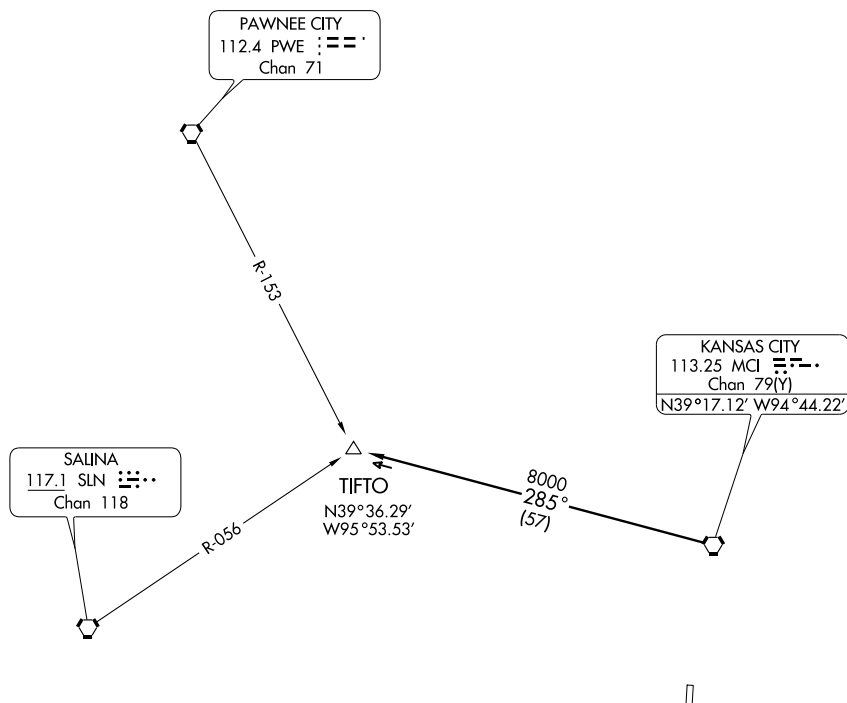
SL-5687 (FAA)

OLATHE, KANSAS

ATIS 119.35

KANSAS CITY DEP CON

118.9 294.7



NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

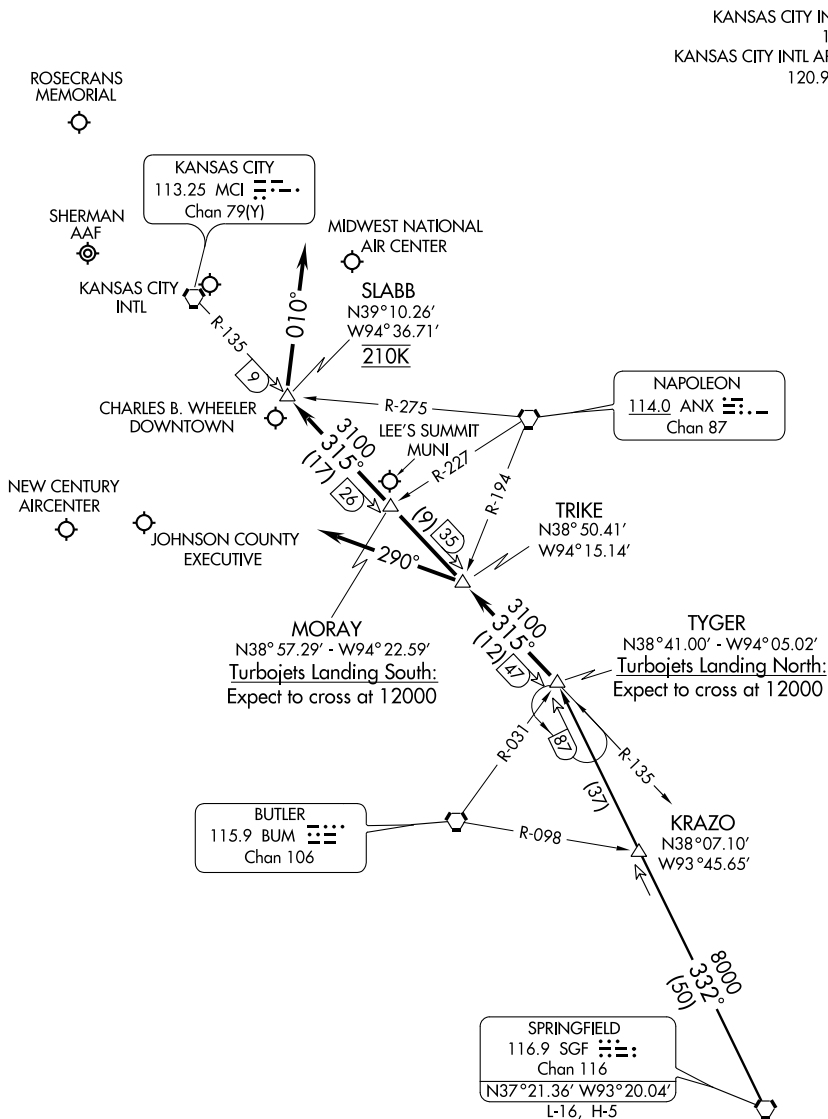
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

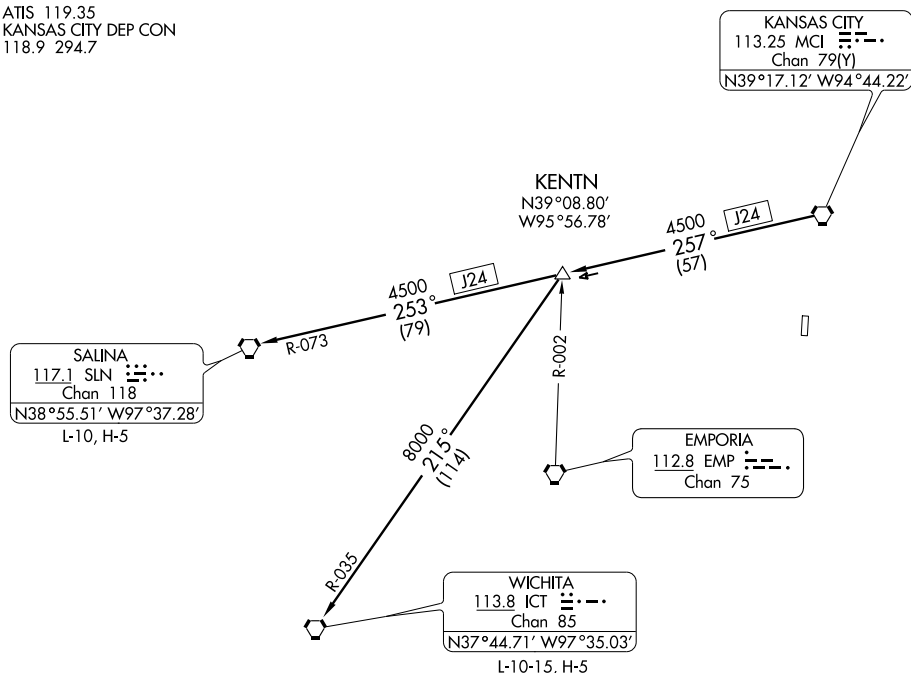
LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

ATIS 119.35
KANSAS CITY DEP CON
118.9 294.7



NOTE: Chart not to scale



DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

APP CRS	Rwy Idg	3400
035°	TDZE	932
	Apt Elev	940

RNAV (GPS) RWY 3

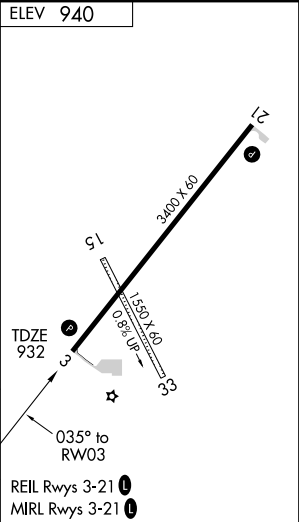
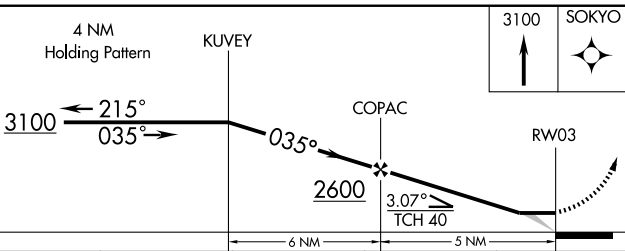
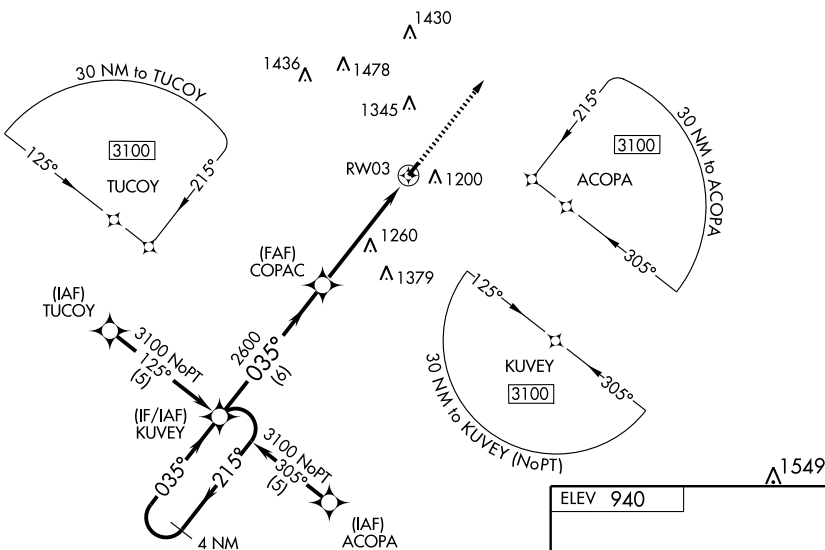
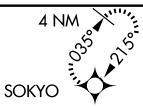
PAOLA/MIAMI COUNTY (K81)

NA Use OLATHE/NEW CENTURY AIRCENTER altimeter setting.
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climb to 3100 direct SOKYO WP and hold.

KANSAS CITY APP CON
118.9 294.7

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1640-1	708 (800-1)	NA	
CIRCLING	1640-1	700 (700-1)	NA	

REIL Rwy 3-21 **0**
MIRL Rwy 3-21 **0**

APP CRS 215°	Rwy Idg TDZE Apt Elev	3400 932 940
------------------------	-----------------------------	---

RNAV (GPS) RWY 21

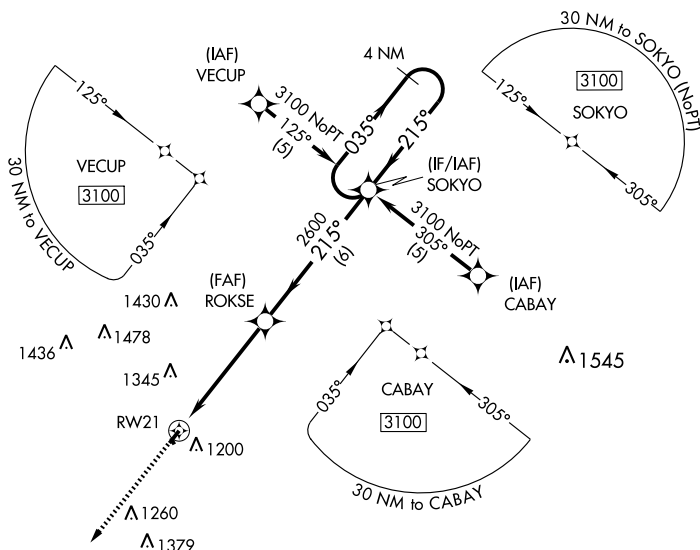
PAOLA/MIAMI COUNTY (K81)



A NA Use OLATHE/NEW CENTURY AIRCENTER altimeter setting.
GPS or RNP -0.3 Required. DME/DME RNP -0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climb to 3100 direct KUYEY WP and hold.

KANSAS CITY APP CON
118.9 294.7

UNICOM
122.8 (CTAF) **L**



3100	KUVEY
	

ROKSE

SOKYO

4 NM
Holding Pattern

RW21

2600

VGSI and descent angles not

VGSI and descent angles not coincident.

CATEGORY	A	B
----------	---	---

LNAB	MDA	1520-1	588 (600-1)
------	-----	--------	-------------

CIRCLING	1580-1	640 (700-1)
----------	--------	-------------

ELEV 940

215° to

TDZ

3400

2

REIL Rwy 3-21 L

MIRL Rwyys 3-21 L

WAAS CH 86508 W17A	APP CRS 174°	Rwy Idg 5000 TDZE 900 Apt Elev 900
--	------------------------	---

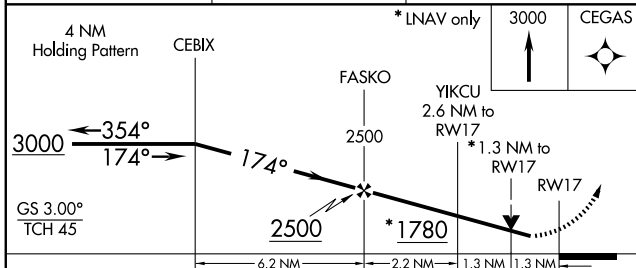
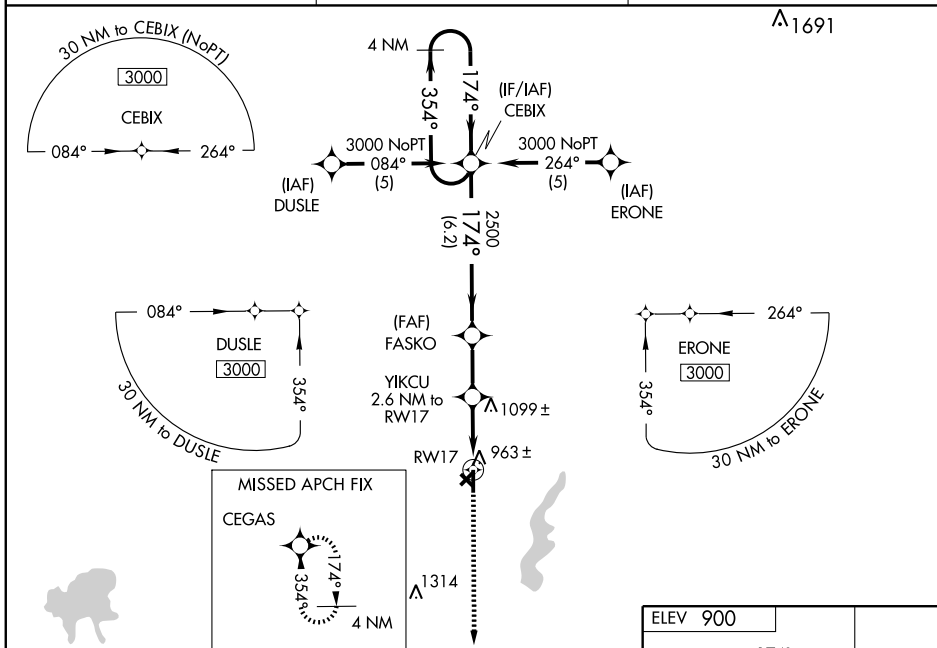
RNAV (GPS) RWY 17

PARSONS/ TRI-CITY (PPF)

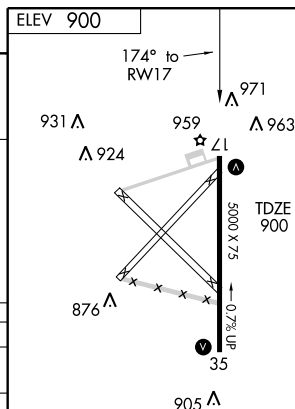
▼ For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Coffeyville Muni altimeter setting. When local altimeter setting not received, use Coffeyville Muni altimeter setting and increase all DA 54 feet and LPV, LNAV/VNAV visibility ¼ mile all Cats; increase all MDA 60 feet and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct CEGAS and hold.

ASOS 118.175	KANSAS CITY CENTER 132.9 279.5	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1193-1	293 (300-1)		NA
LNAV/ VNAV DA	1255-1¼	355 (400-1¼)		NA
LNAV MDA	1360-1	460 (500-1)	1360-1¼ 460 (500-1¼)	NA
CIRCLING	1360-1	460 (500-1)	1360-1½ 460 (500-1½)	NA



REIL Rwy 17 and 35

MIRL Rwy 17-35 **L**

WAAS CH 78208 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	5000 879 900
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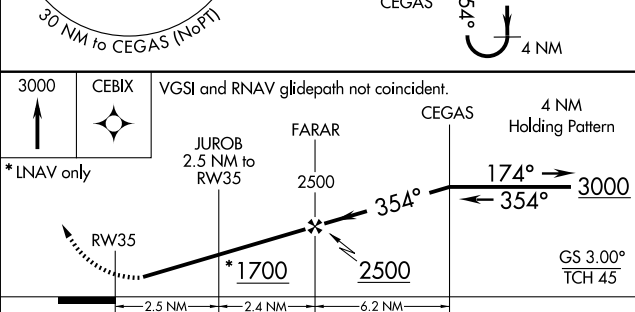
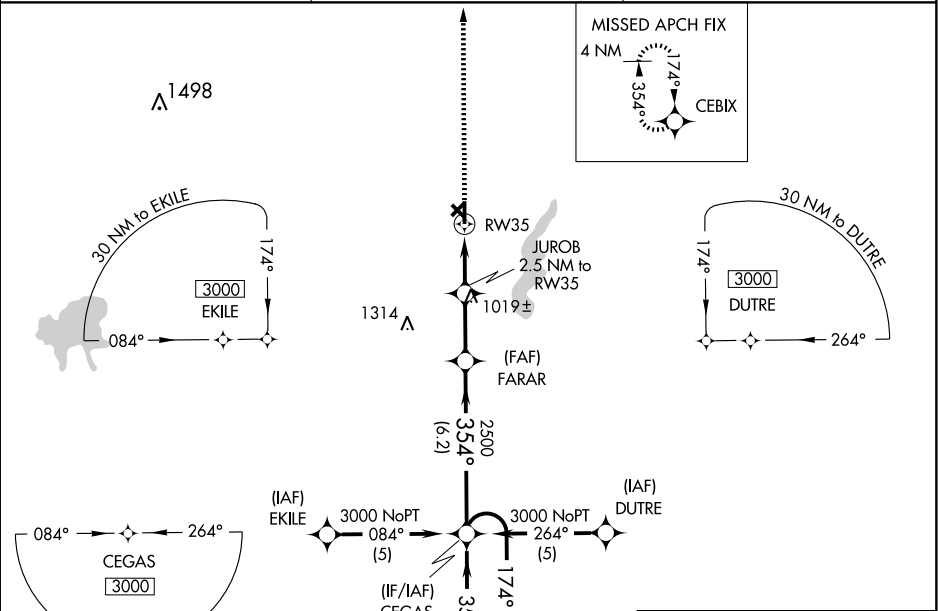
RNAV (GPS) RWY 35

PARSONS/ TRI-CITY (PPF')

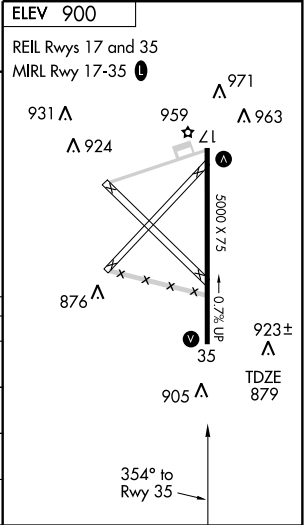
▼ Baro-VNAV NA when using Coffeyville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Coffeyville Muni altimeter setting and increase all DA 54 feet and LNAV/VNAV visibility ¼ mile all Cats; increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct CEBIX and hold.

ASOS 118.175	KANSAS CITY CENTER 132.9 279.5	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1129-1	250 (300-1)		NA
LNAV/VNAV DA	1173-1	294 (300-1)		NA
LNAV MDA	1300-1	421 (400-1)	1300-1¼ 421 (400-1¼)	NA
CIRCLING	1340-1 440 (500-1)	1360-1 460 (500-1)	1360-1½ 460 (500-1½)	NA

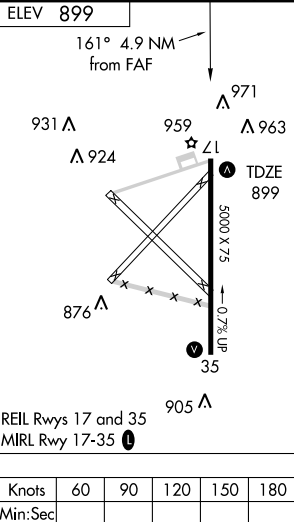
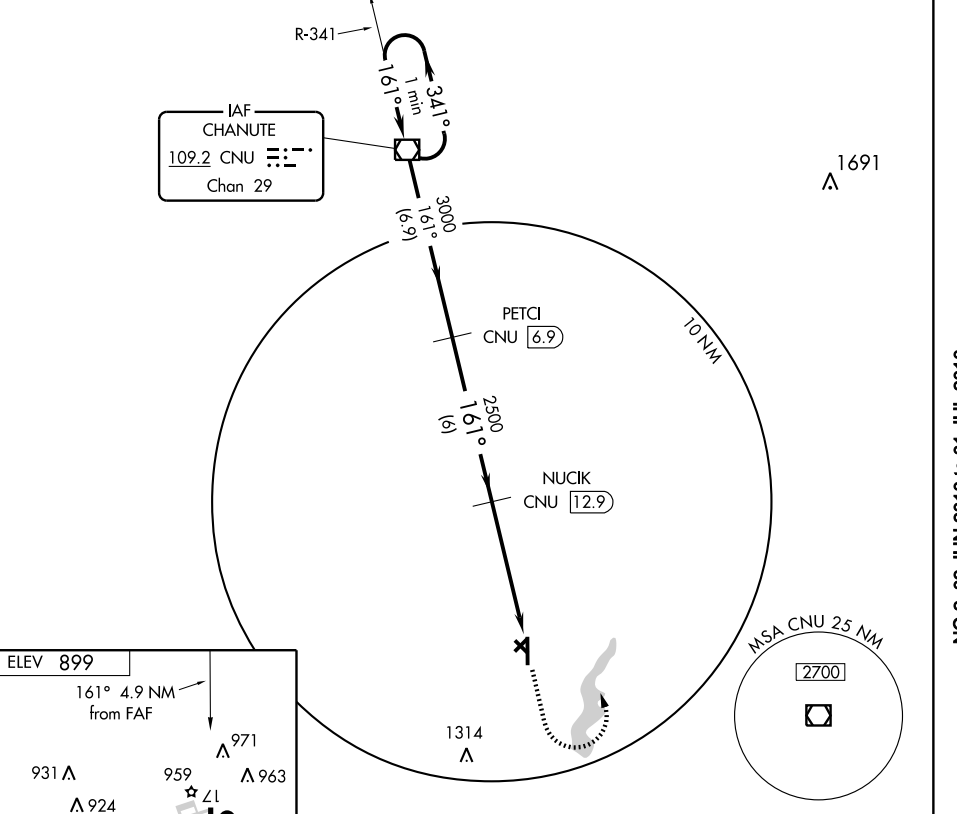


▼ If local altimeter setting not received, use Coffeyville Muni altimeter setting and increase all MDAs 60 feet.

▲ VDP NA with Coffeyville Muni altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct CNU VOR/DME and hold.

ASOS 118.175	KANSAS CITY CENTER 132.9 279.5	UNICOM 123.0 (CTAF) 0
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One Minute Holding Pattern		VOR/DME	PETCI CNU 6.9	1600	3000	CNU 109.2
3000 ← 341°		161° →	3000	161°	NUCIK CNU 12.9	CNU 16.4
					2500	CNU 17.8
					3.03°	TCH 35
					6.9 NM	6 NM
					3.5 NM	1.4
CATEGORY	A	B	C	D		
S-17	1380-1	481 (500-1)	1380-1¼ 481 (500-1¼)	NA		
CIRCLING	1380-1	481 (500-1)	1380-1½ 481 (500-1½)	NA		

ELEV 899

161° 4.9 NM from FAF

931 Δ

924 Δ

959 Δ

971 Δ

963 Δ

876 Δ

905 Δ

35

0.7% UP

5000 X 75

TDZE 899

REIL Rwy 17 and 35

MIRL Rwy 17-35 0

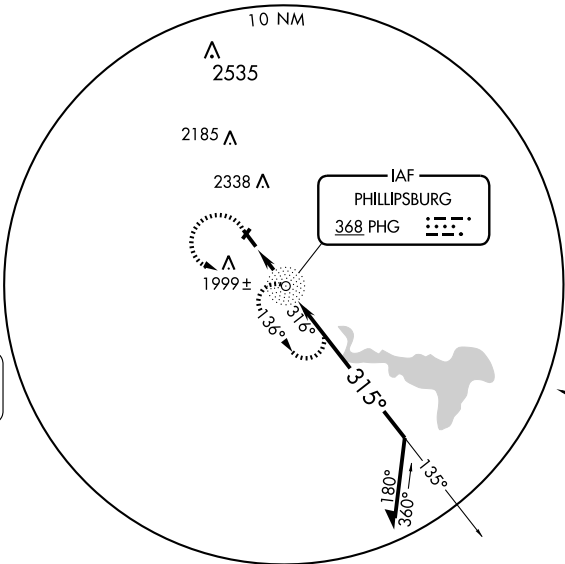
Knots 60 90 120 150 180

Min:Sec

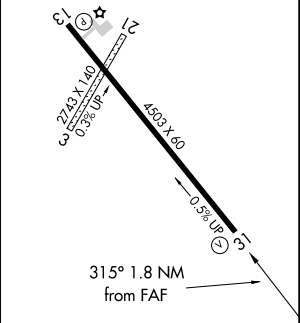
NDB PHG 368	APP CRS 315°	Rwy Idg TDZE Apt Elev	N/A N/A 1907
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<p>▼ If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet. ▲ NA Circling not authorized northeast of Rwy 13-31.</p>	MISSED APPROACH: Climbing left turn to 3600 direct PHG NDB and hold, continue climb-in-hold to 3600.
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HAYS AWOS-3 125.525	AWOS-3 119.125	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF)
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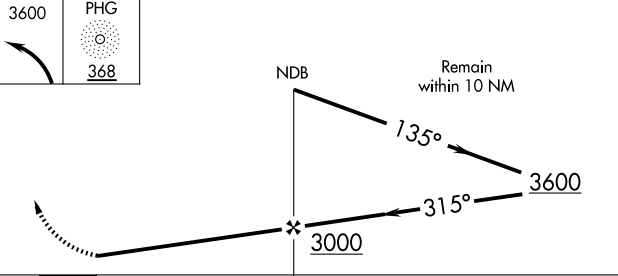


ELEV 1907



MRL Rwy 13-31
REIL Rwy 13 and 31

FAF to MAP 1.8 NM					
Knots	60	90	120	150	180
Min:Sec	1:48	1:12	0:54	0:43	0:36

3600	PHG  <u>368</u>				
CATEGORY	A	B	C	D	
CIRCLING	2380-1	473 (500-1)	2380-1½ 473 (500-1½)	NA	

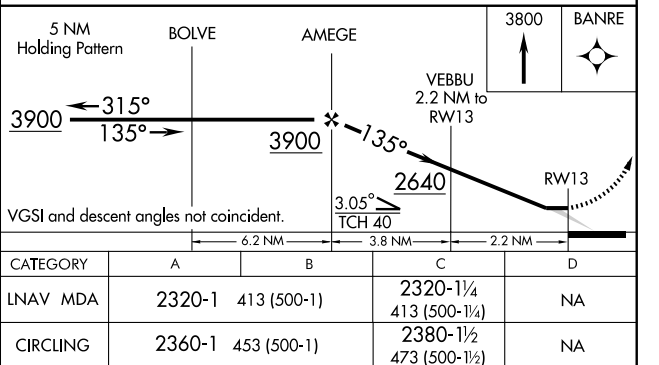
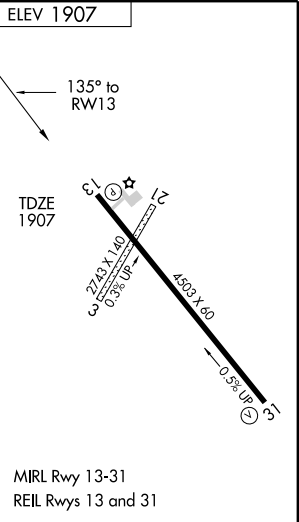
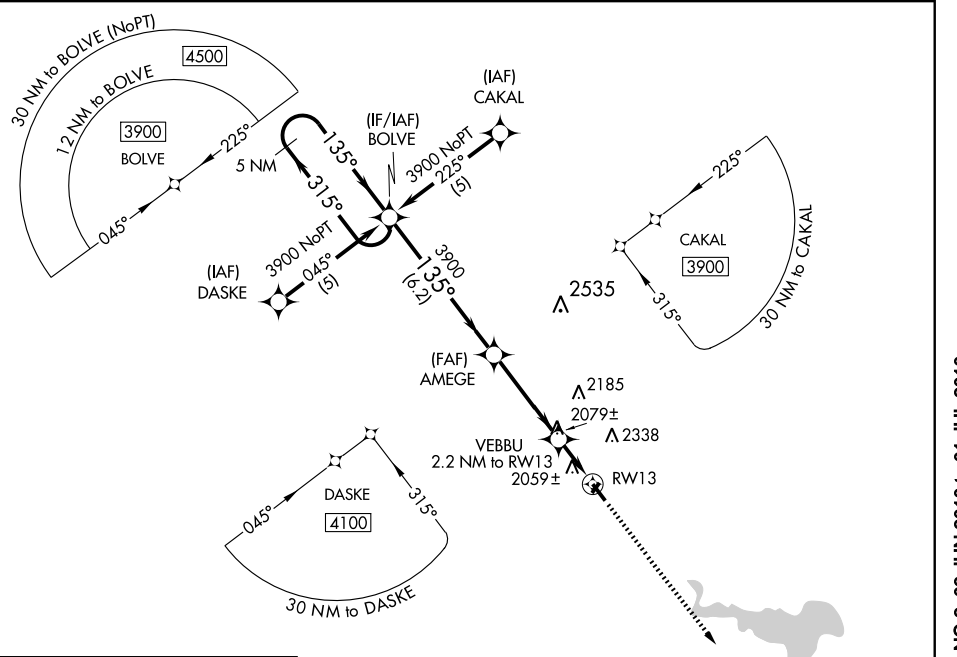
If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA. Circling NA northeast of Rwys 13-31.

MISSED APPROACH: Climb to 3800 direct BANRE and hold.

AWOS-3
119.125

DENVER CENTER
132.5 379.15

UNICOM
122.8 (CTAF)



APP CRS
315°

Rwy Idg	4503
TDZE	1899
Apt Elev	1907

RNAV (GPS) RWY 31

PHILLIPSBURG MUNI (PHG)



If local altimeter setting not received, use Hays Rgnl altimeter setting and increase all MDAs 140 feet. DME/DME RNP-0.3 NA.



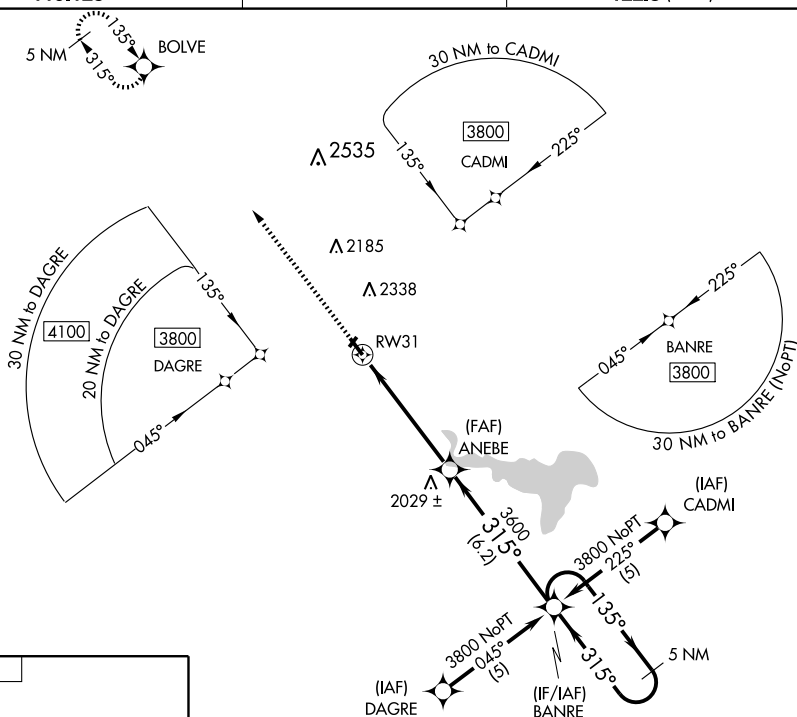
Circling NA northeast of Rwy 13-31.

MISSED APPROACH: Climb to 3900 direct BOLVE and hold.

AWOS-3
119.125

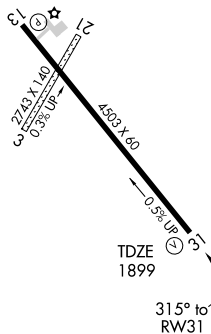
DENVER CENTER
132.5 379.15

UNICOM
122.8 (CTAF)

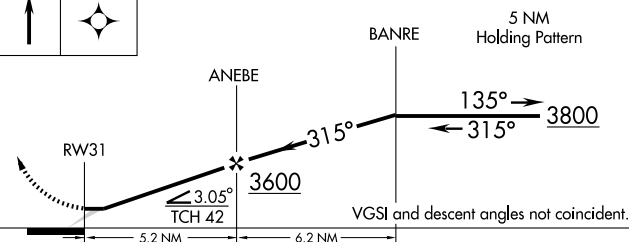
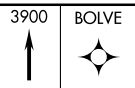


NC-2. 03 JUN 2010 to 01 JUL 2010

ELEV 1907



MIRL Rwy 13-31
REIL Rwy 13 and 31



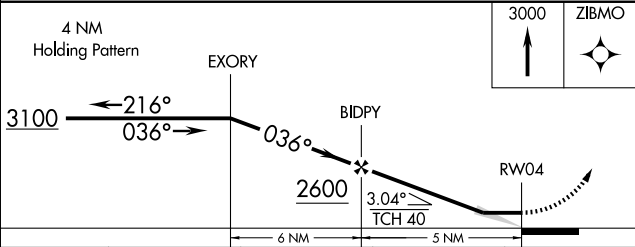
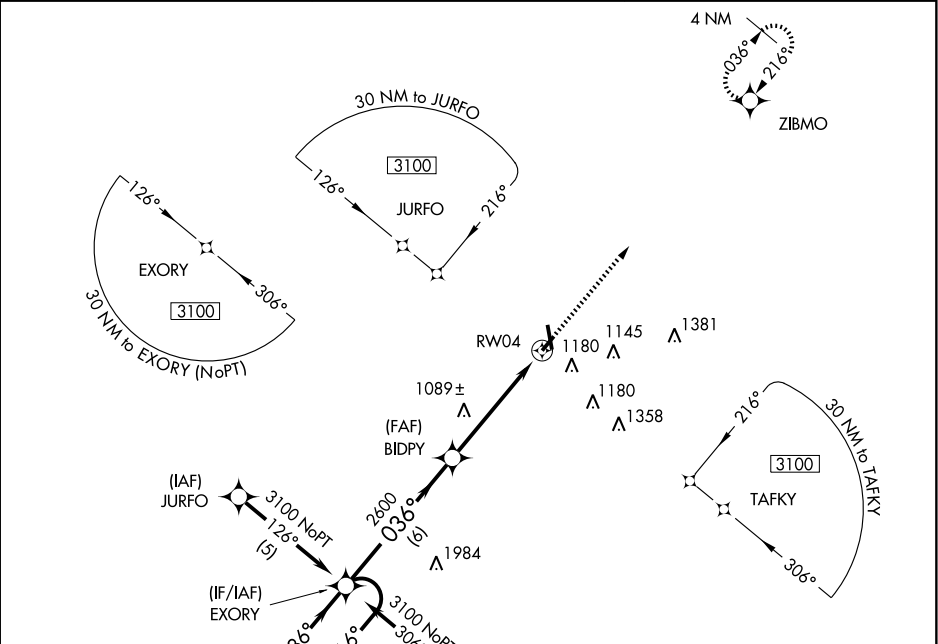
CATEGORY	A	B	C	D
LNAV MDA	2460-1	561 (600-1)	2460-1½ 561 (600-1½)	NA
CIRCLING	2460-1	553 (600-1)	2460-1½ 553 (600-1½)	NA

APP CRS 036°	Rwy Idg TDZE Apt Elev	4000 945 950
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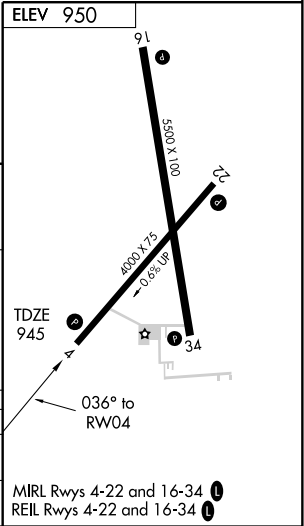
RNAV (GPS) RWY 4
PITTSBURG/ ATKINSON MUNI (PTS)

▼ When local altimeter setting not received, use Joplin altimeter setting.	MISSED APPROACH: Climb to 3000 direct ZIBMO and hold.
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AWOS-3 118.775	KANSAS CITY CENTER 128.6 282.325	UNICOM 123.0 (CTAF) 0
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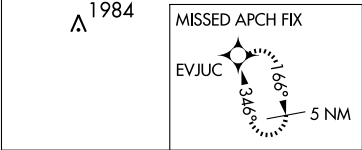
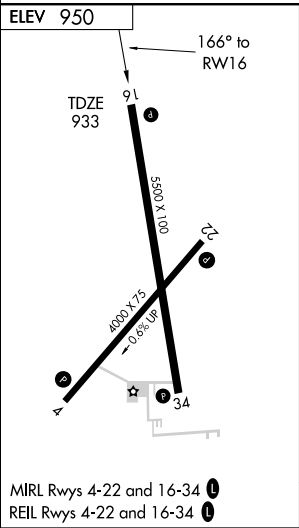
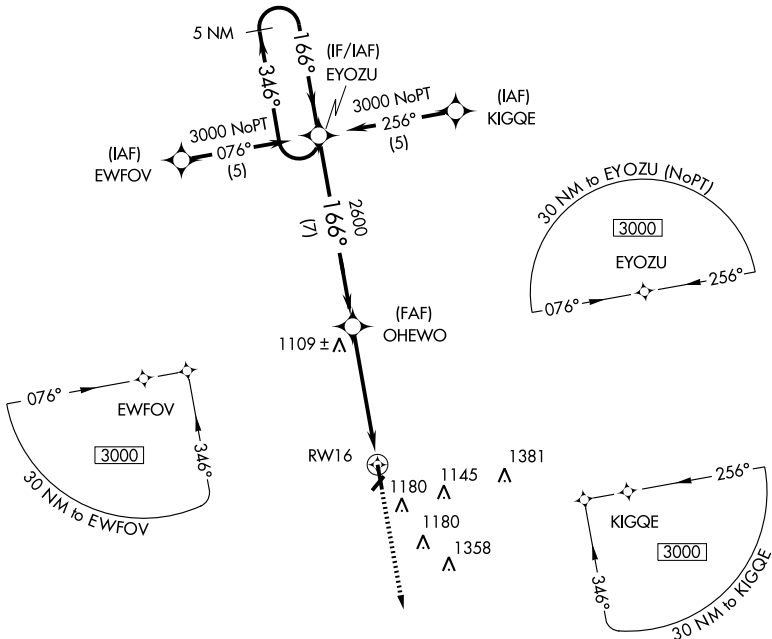
CATEGORY	A	B	C	D
LNAV MDA	1400-1	455 (500-1)	1400-1 1/4 455 (500-1 1/4)	NA
CIRCLING	1600-1	650 (700-1)	1600-1 3/4 650 (700-1 3/4)	NA






APP CRS 166°	Rwy Idg TDZE Apt Elev	5500 933 950
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RNAV (GPS) RWY 16
PITTSBURG/ATKINSON MUNI (PTS)

<div><div><div></div><div></div></div><div><div></div><div></div></div></div>	DME/DME RNP-0.3 NA. If local altimeter setting not received, use JOPLIN altimeter setting and increase all MDAs 60 feet. VDP NA when using JOPLIN altimeter setting.	MISSED APPROACH: Climb to 3100 direct EVJUC and hold.
AWOS-3 118.775	KANSAS CITY CENTER 128.6 282.325	UNICOM 123.0(CTAF) 0



<div>5 NM Holding Pattern</div> <div>EYOZU</div>				<div>3100</div> <div></div>	<div>EVJUC</div> <div></div>
<div>3000</div> <div><div>←346°</div><div>166°→</div></div> <div>VGSI and descent angles not coincident.</div>				<div>OHEWO</div> <div><div>166°</div><div>2600</div><div>3.04°</div><div>TCH 40</div></div>	<div>1.3 NM to RW16</div> <div></div>
<div>7 NM</div>				<div>3.7 NM</div>	<div>1.3</div>
CATEGORY	A	B	C	D	
LNAV MDA	1360-1	427 (500-1)	1360-1 ¼ 427 (500-1 ¼)	NA	
CIRCLING	1540-1	590 (600-1)	1540-1 ½ 590 (600-1 ½)	NA	

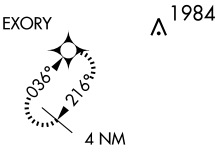
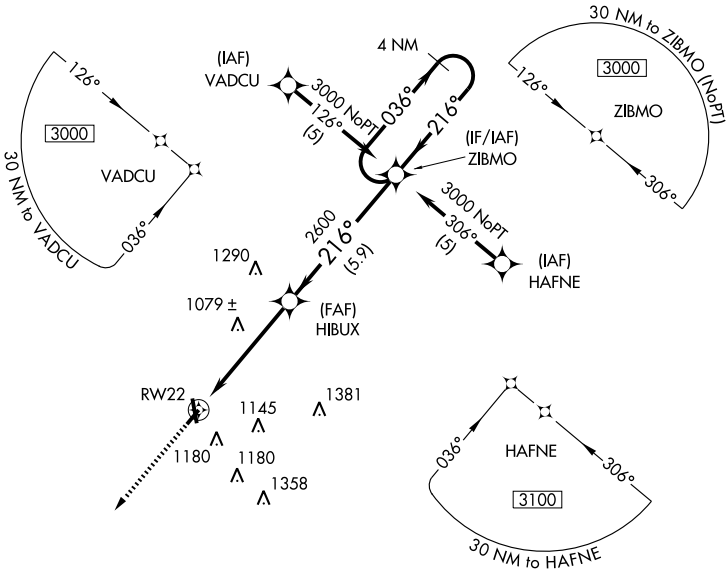
APP CRS 216°	Rwy Idg TDZE Apt Elev	4000 945 950
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RNAV (GPS) RWY 22
PITTSBURG/ATKINSON MUNI (PTS)

When local altimeter setting not received, use Joplin altimeter setting.

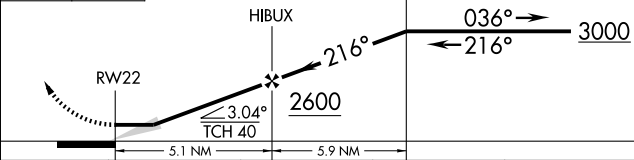
MISSED APPROACH: Climb to 3100 direct EXORY and hold.

AWOS-3 118.775	KANSAS CITY CENTER 128.6 282.325	UNICOM 123.0 (CTAF) 0
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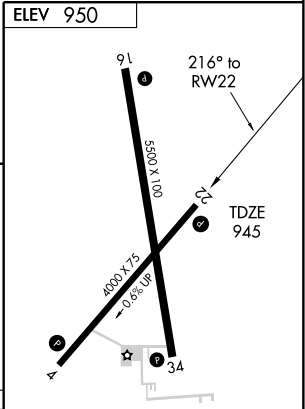


3100

EXORY



CATEGORY	A	B	C	D
LNAV MDA	1460-1	515 (600-1)	1460-1½ 515 (600-1½)	NA
CIRCLING	1600-1	650 (700-1)	1600-1¾ 650 (700-1¾)	NA



MIRL Rwy 4-22 and 16-34	1
REIL Rwy 4-22 and 16-34	1

WAAS Ch 77600 W34A	APP CRS 346°	Rwy Idg 5500 TDZE 929 Apt Elev 950
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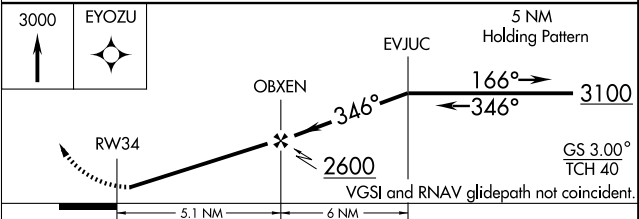
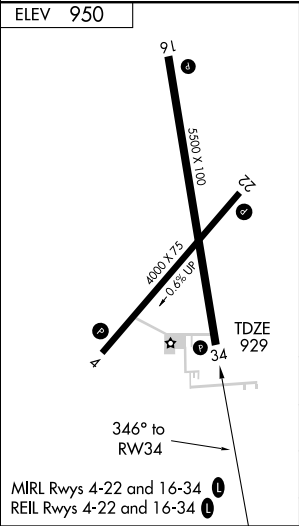
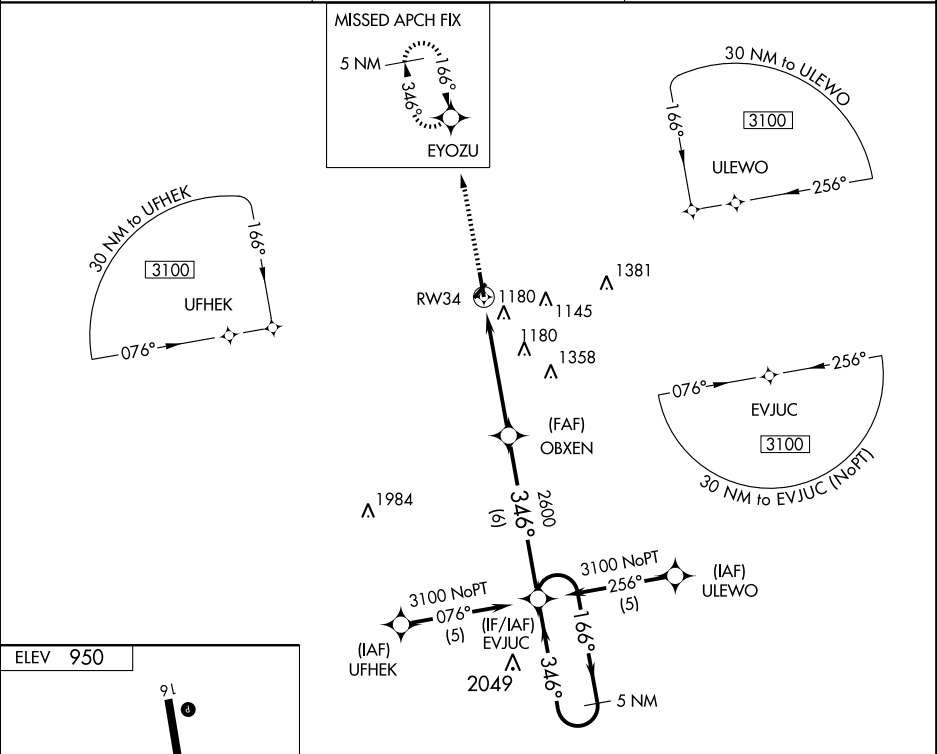
RNAV (GPS) RWY 34
PITTSBURG/ATKINSON MUNI (PTS)

▽ DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use JOPLIN altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using JOPLIN altimeter setting.

▲

MISSED APPROACH: Climb to 3000 direct EYOZU and hold.

AWOS-3 118.775	KANSAS CITY CENTER 128.6 282.325	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1211-1	282 (300-1)		NA
LNAV/ VNAV DA	1549-2	620 (600-2)		NA
LNAV MDA	1480-1	551 (600-1)	1480-1½ 551 (600-1½)	NA
CIRCLING	1540-2	590 (600-2)		NA

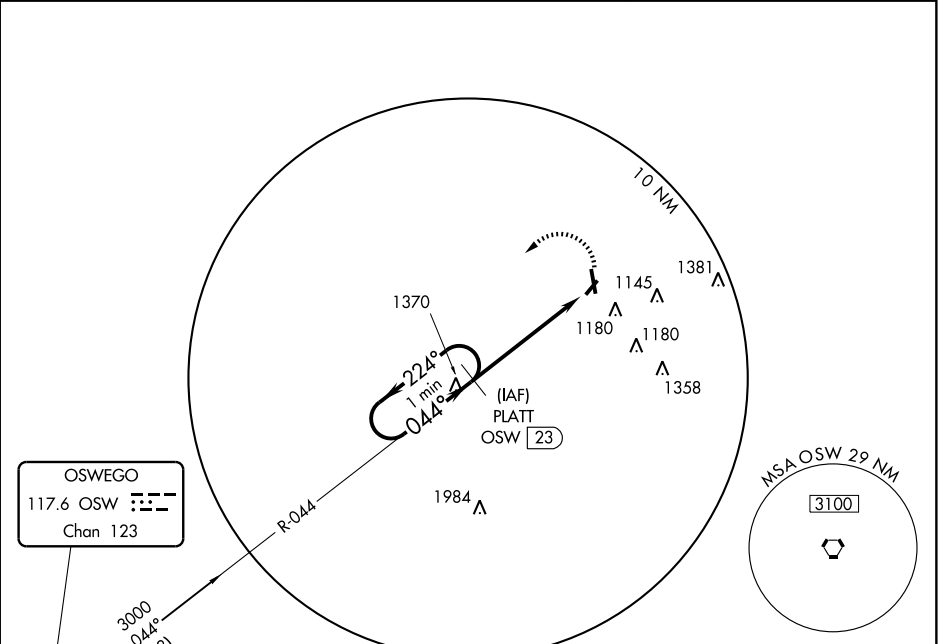
VOR/DME OSW	APP CRS	Rwy Idg	4000
117.6	044°	TDZE	945
Chan 123		Apt Elev	950

VOR/DME RWY 4
PITTSBURG/ATKINSON MUNI (PTS)

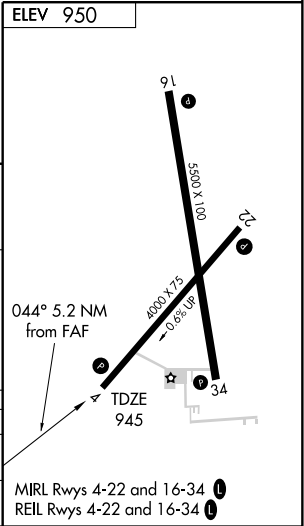
When local altimeter setting not received, use Joplin altimeter setting.


MISSED APPROACH: Climbing left turn to 2600 via OSW R-044 PLATT 23 DME and hold.

AWOS-3 118.775	KANSAS CITY CENTER 128.6 282.325	UNICOM 123.0 (CTAF) 0
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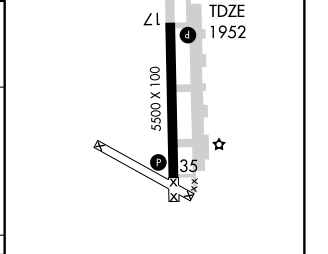
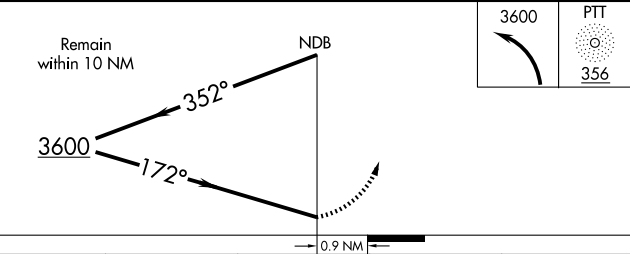
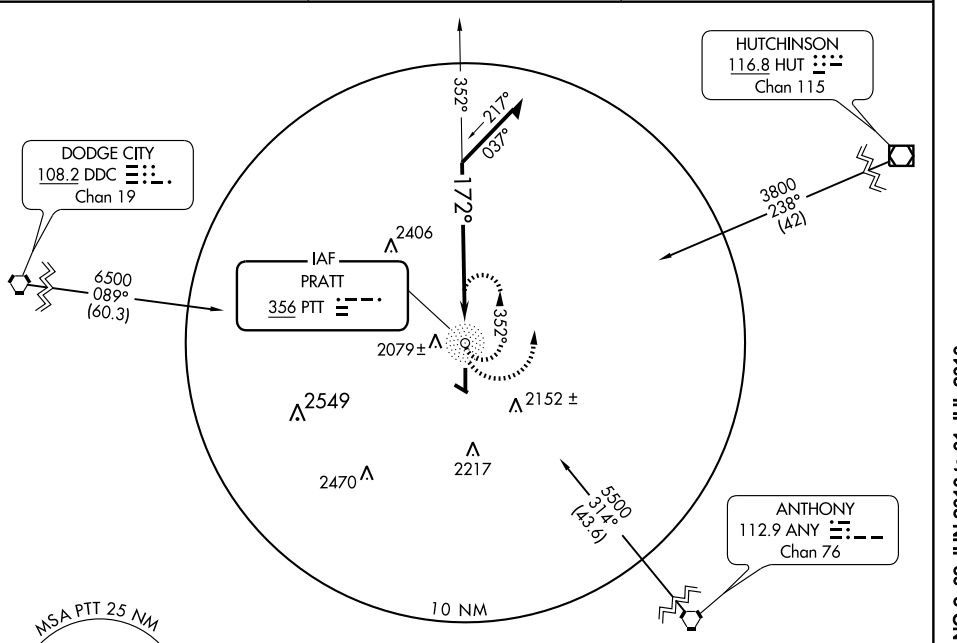
CATEGORY	A	B	C	D
S-4	1520-1 575 (600-1)	1520-1¼ 575 (600-1¼)	1520-1½ 575 (600-1½)	NA
CIRCLING	1600-1 650 (700-1)	1600-1¼ 650 (700-1¼)	1600-1¾ 650 (700-1¾)	NA






MISSED APPROACH: Climbing left turn to 3600 in PTT NDB holding pattern.

AWOS-3 118.725	WICHITA RADIO 122.65	UNICOM 122.8 (CTAF) 
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CATEGORY	A	B	C	D	REIL Rwys 17 and 35 MIRL Rwy 17-35 					
S-17	2440-1¼ 488 (500-1¼)			NA						
CIRCLING	2440-1¼ 488 (500-1¼)		2440-1½ 488 (500-1½)	NA	Knots	60	90	120	150	180
Min:Sec										

NC-2. 03 JUN 2010 to 01 JUL 2010

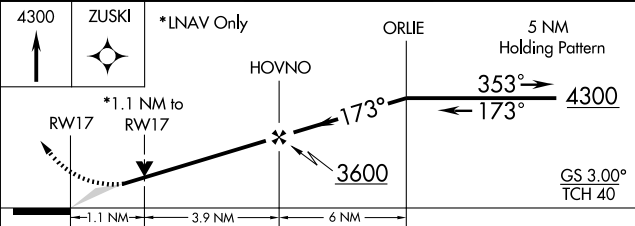
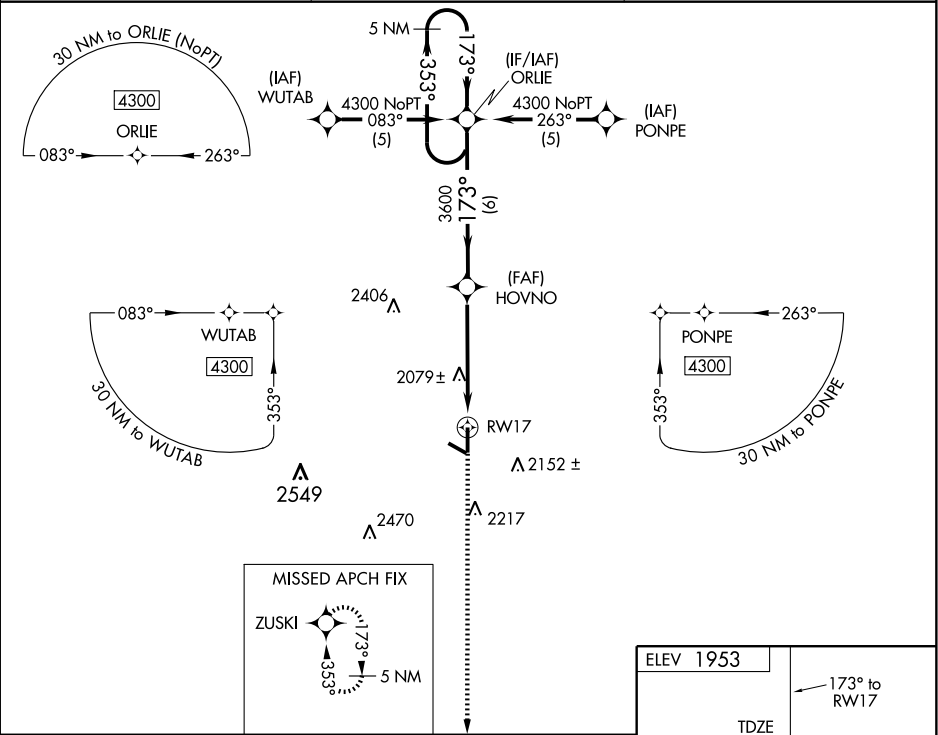
WAAS CH 99607 W17A	APP CRS 173°	Rwy Idg TDZE Apt Elev	5500 1953 1953
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RNAV (GPS) RWY 17
PRATT INDUSTRIAL (PTT)

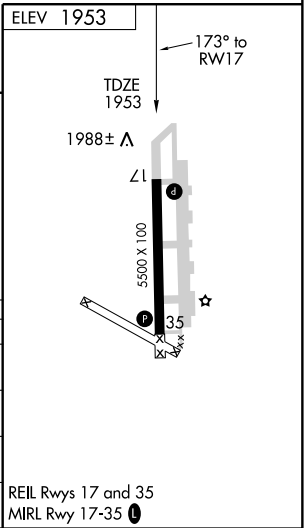
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received use Great Bend altimeter setting and increase all DA/MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C ¼ mile. Baro-VNAV and VDP NA when using Great Bend altimeter setting.

MISSED APPROACH:
Climb to 4300 direct ZUSKI and hold.

AWOS-3 118.725	WICHITA RADIO 122.65	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	2203-1	250 (300-1)		NA
LNAV/VNAV DA	2258-1	305 (400-1)		NA
LNAV MDA	2340-1	387 (400-1)		NA
CIRCLING	2380-1 427 (500-1)	2420-1 467 (500-1)	2420-1½ 467 (500-1½)	NA



REIL Rwy 17 and 35
MIRL Rwy 17-35 **0**

WAAS CH 86607 W35A	APP CRS 353°	Rwy Idg 5500 TDZE 1953 Apt Elev 1953
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RNAV (GPS) RWY 35

PRATT INDUSTRIAL (PTT)

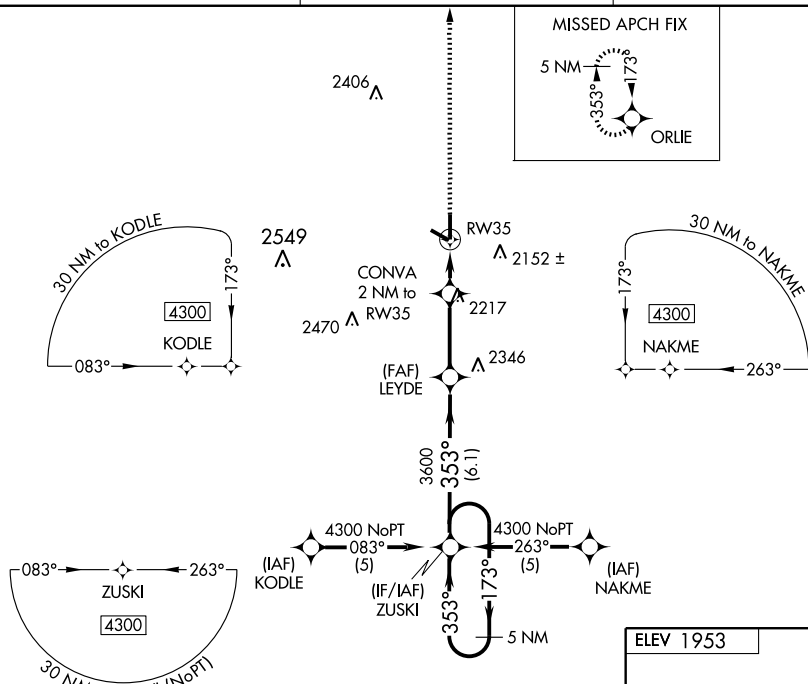
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Great Bend altimeter setting and increase all DA/MDA 100 feet and LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Great Bend altimeter setting.

MISSED APPROACH:
Climb to 4300 direct
ORLE and hold.

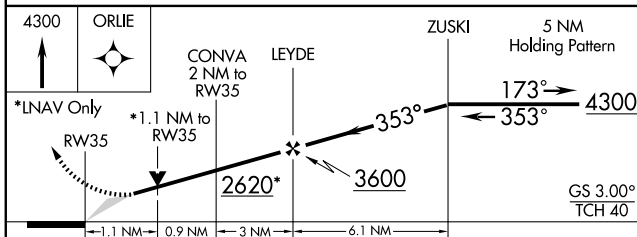
AWOS-3
118.725

WICHITA RADIO
122.65

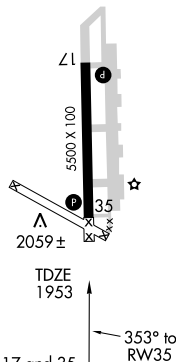
UNICOM
122.8 (CTAF) **L**



ELEV 1953



CATEGORY		A	B	C	D
LPV	DA	2203-1	250 (300-1)		NA
INAV/ VNAV	DA	2329-1¼	376 (400-1¼)		NA
INAV	MDA	2320-1	367 (400-1)		NA
CIRCLING		2380-1 427 (500-1)	2420-1 467 (500-1)	2420-1½ 467 (500-1½)	NA



WAAS Ch 93904 W17A	APP CRS 167°	Rwy Idg TDZE Apt Elev	5000 1864 1864
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RNAV (GPS) RWY 17
RUSSELL MUNI (RSL)

- ▼** BARO-VNAV NA when using Hays altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Hays altimeter setting and increase all DAs 69 feet and all MDAs 80 feet.

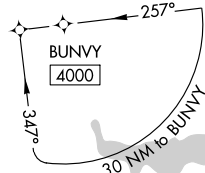
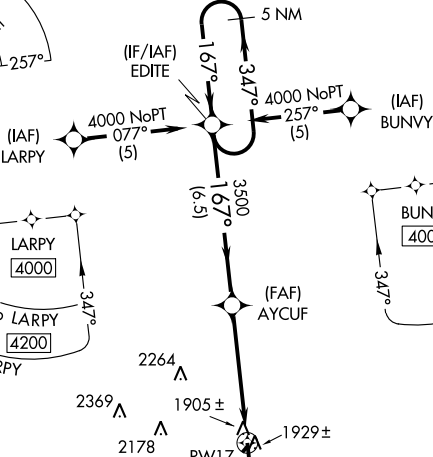
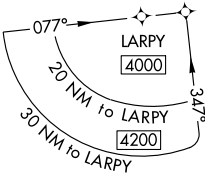
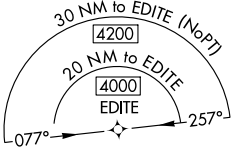
▲

MISSED APPROACH: Climb to 4000 direct BAQFO and hold.

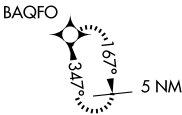
ASOS
128.325

KANSAS CITY CENTER
124.4 322.4

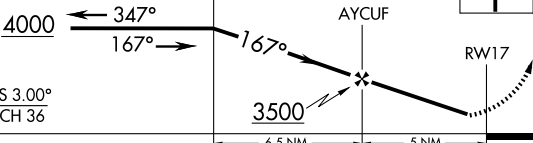
UNICOM
122.7(CTAF) 1



MISSED APCH FIX

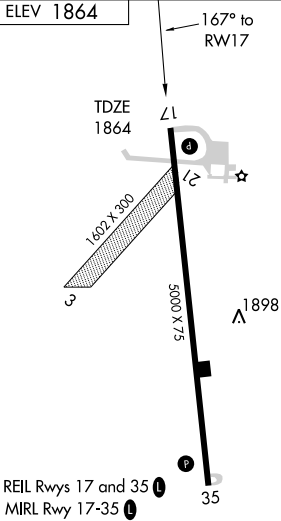


5 NM
Holding Pattern



GS 3.00°
TCH 36

CATEGORY	A	B	C	D
LPV DA	2117-1	253 (300-1)		NA
LNAV/VNAV DA	2175-1¼	311 (400-1¼)		NA
LNAV MDA	2220-1	356 (400-1)		NA
CIRCLING	2240-1 376 (400-1)	2320-1 456 (500-1)	2320-1½ 456 (500-1½)	NA



REIL Rwy 17 and 35 1
MRL Rwy 17-35 1

WAAS Ch 99704 W35A	APP CRS 347°	Rwy Idg TDZE Apt Elev	5000 1861 1864
--	------------------------	-----------------------------	---

▼ BARO-VNAV NA when using Hays altimeter setting. For uncompensated
▲ BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C
 (130°F). DME/DME RNP-0.3 NA. VDP NA when using Hays altimeter setting.
 If local altimeter setting not received, use Hays altimeter setting and increase
 all DAs 69 feet and all MDAs 80 feet.

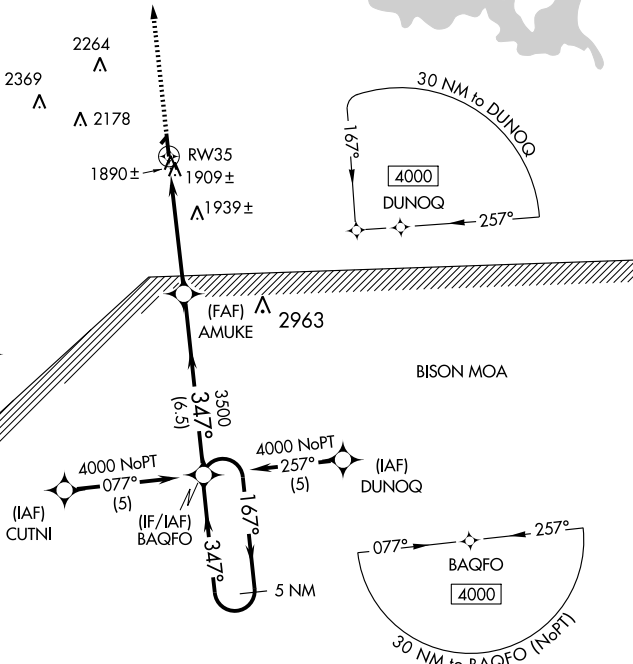
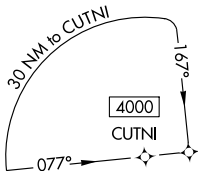
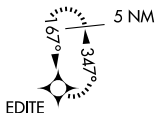
MISSED APPROACH: Climb to 4000
direct EDITE and hold.

ASOS
128.325

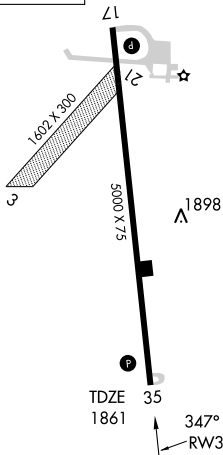
KANSAS CITY CENTER
124.4 322.4

UNICOM
122.7 (CTAF) **L**

MISSED APCH FIX



ELEV 1864



REIL Rwys 17 and 35 **L**
MIRL Rwy 17-35 **L**

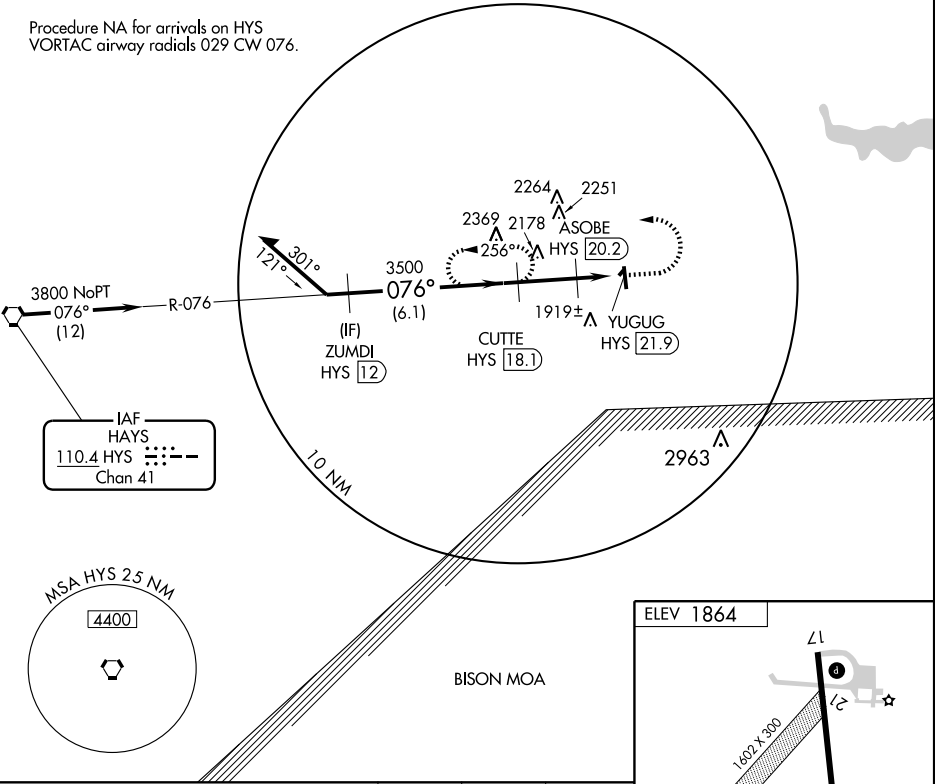
VORTAC HYS 110.4 Chan 41	APP CRS 076°	Rwy Idg TDZE Apt Elev N/A N/A 1864
--	------------------------	--

V If local altimeter setting not received, use Hays altimeter setting and increase all MDAs 80 feet.
A

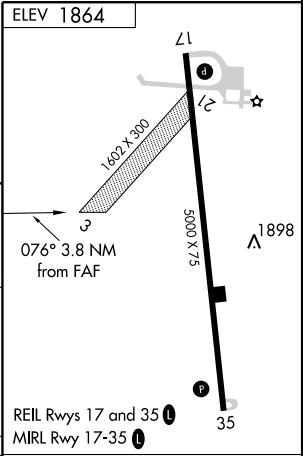
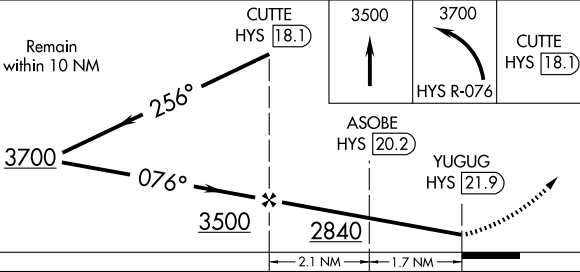
MISSED APPROACH: Climb to 3500 then climbing left turn to 3700 via HYS R-076 to CUTTE 18.1 DME and hold.

ASOS 128.325	KANSAS CITY CENTER 124.4 322.4	UNICOM 122.7 (CTAF) 1
------------------------	--	---------------------------------

Procedure NA for arrivals on HYS
VORTAC airway radials 029 CW 076.



Remain within 10 NM



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	2240-1 376 (400-1)	2320-1¼ 456 (500-1¼)	2320-1½ 456 (500-1½)	NA	Min:Sec					

AIRPORT DIAGRAM

AL-362 (FAA)

SALINA MUNI (SLN)
SALINA, KANSAS

ATIS

120.15

SALINA TOWER ★

119.3 257.7

GND CON

121.9 397.9

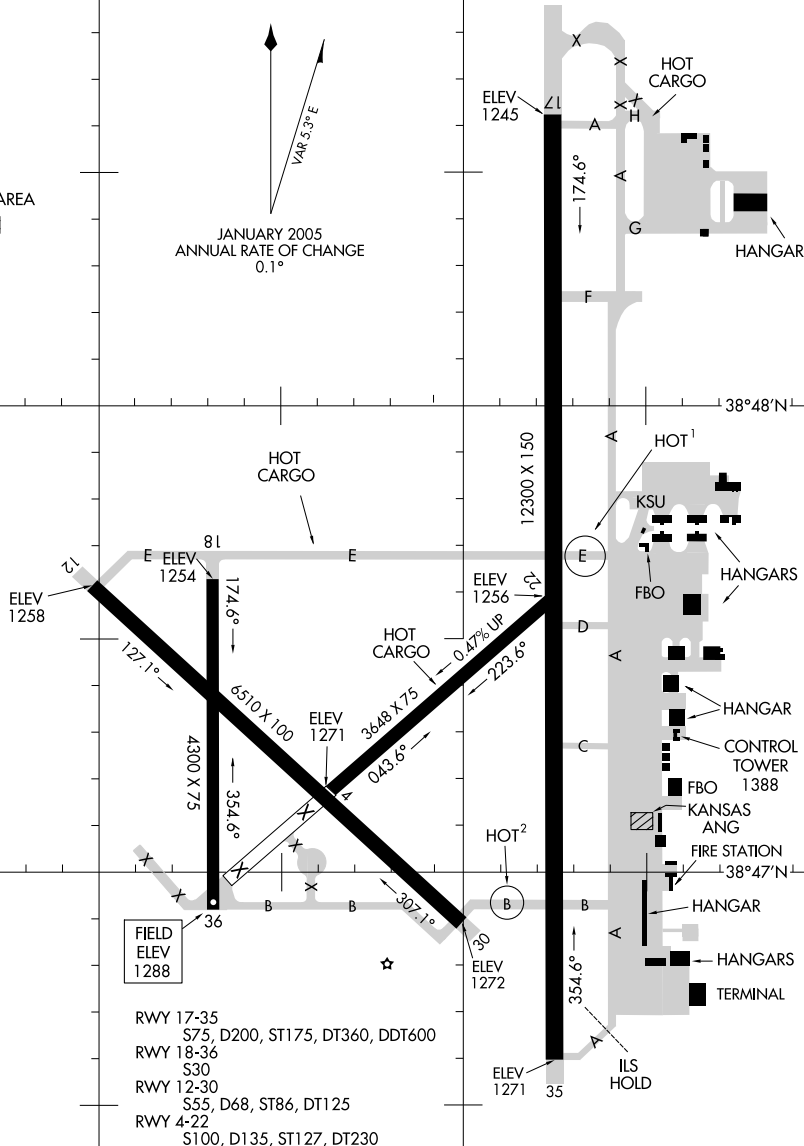
RESTRICTED AREA



JANUARY 2005
ANNUAL RATE OF CHANGE
0.1°



VAR 5.3° E

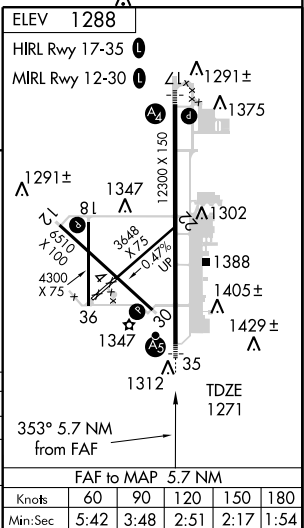
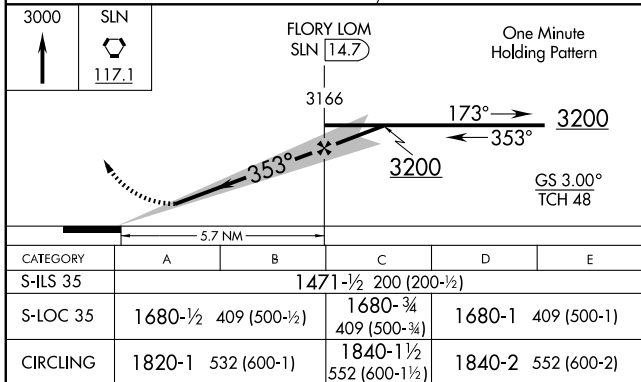


RWY 17-35
S75, D200, ST175, DT360, DDT600
RWY 18-36
S30
RWY 12-30
S55, D68, ST86, DT125
RWY 4-22
S100, D135, ST127, DT230

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
REBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NC-2, 03 JUN 2010 to 01 JUL 2010

ATIS 120.15	KANSAS CITY CENTER 134.9 363.2	SALINA TOWER ★ 119.3 (CTAF) 0 257.7	GND CON 121.9 397.9	UNICOM 122.95
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AL-362 (FAA)

NDB RWY 35
SALINA MUNI (SLN)

SALINA MUNI (SLN)



Cat D circling NA southwest of runway 12-30.



MISSED APPROACH: Climb to 3000 direct SLN VORTAC and hold.

[illegible]

3000
↑
SLN
117.1

LOM

One Minute Holding Pattern

173° →
← 353°

3200

353°

≤ 3.10°
TCH 56

5.7 NM

CATEGORY	A	B	C	D
S-35	1740-3/4 469 (500-3/4)			1740-1 1/4 469 (500-1 1/4)
CIRCLING	1820-1 532 (600-1)		1840-1 1/2 552 (600-1 1/2)	1840-2 552 (600-2)

NC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	6510
125°	TDZE	1265
	Apt Elev	1288

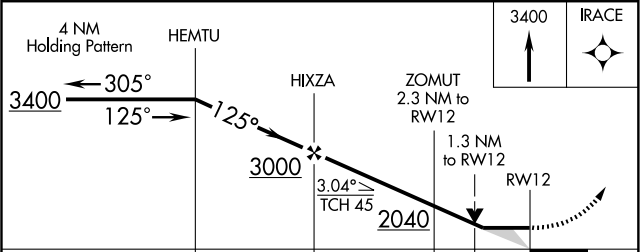
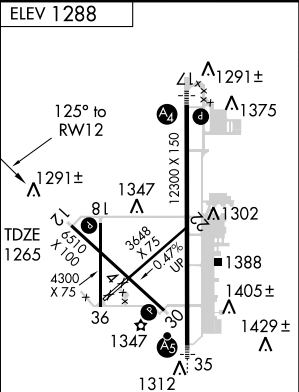
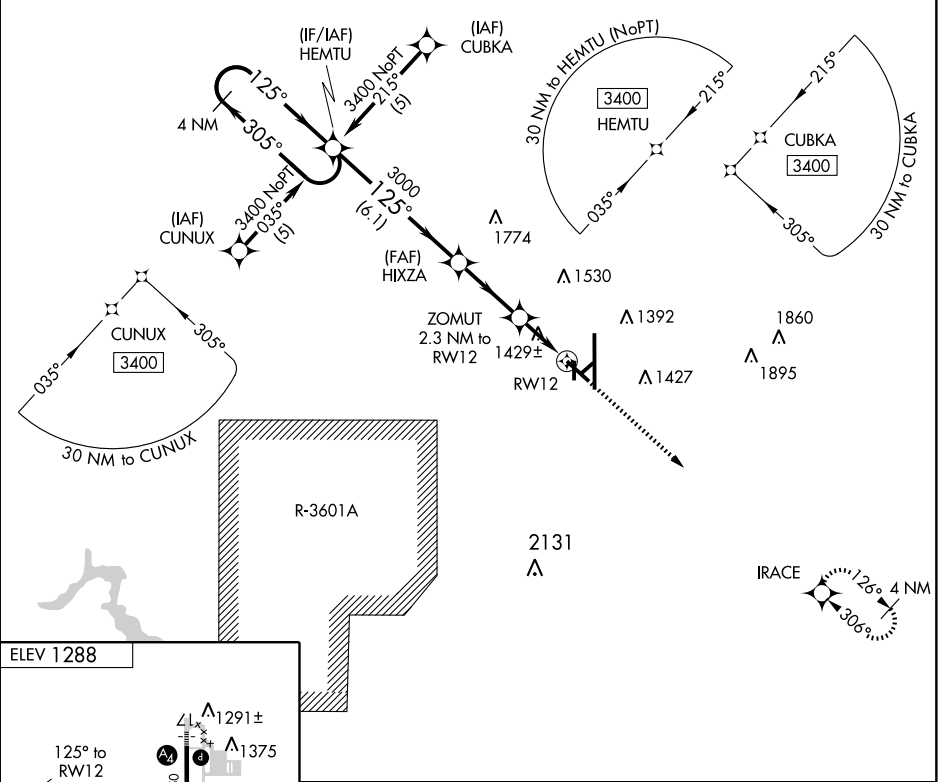
RNAV (GPS) RWY 12

SALINA MUNI (SLN)

⚠ Circling NA for Cat D southwest of runway 12-30. DME/DME RNP-0.3 NA. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and LNAV Cat C /D and circling Cat C visibility ¼ mile. VDP NA when using McPherson altimeter setting.

MISSED APPROACH: Climb to 3400 direct IRACE and hold.

ATIS	KANSAS CITY CENTER	SALINA TOWER ★	GND CON	UNICOM
120.15	134.9 363.2	119.3 (CTAF) 257.7	121.9 397.9	122.95



CATEGORY	A	B	C	D
LNAV MDA	1700-1	435 (500-1)	1700-1¼ 435 (500-1¼)	1700-1½ 435 (500-1½)
CIRCLING	1820-1	532 (600-1)	1840-1½ 552 (600-1½)	1840-2 552 (600-2)

HIRL Rwy 17-35 1

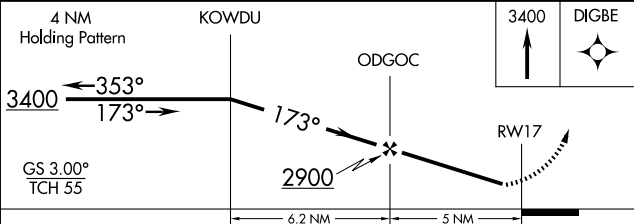
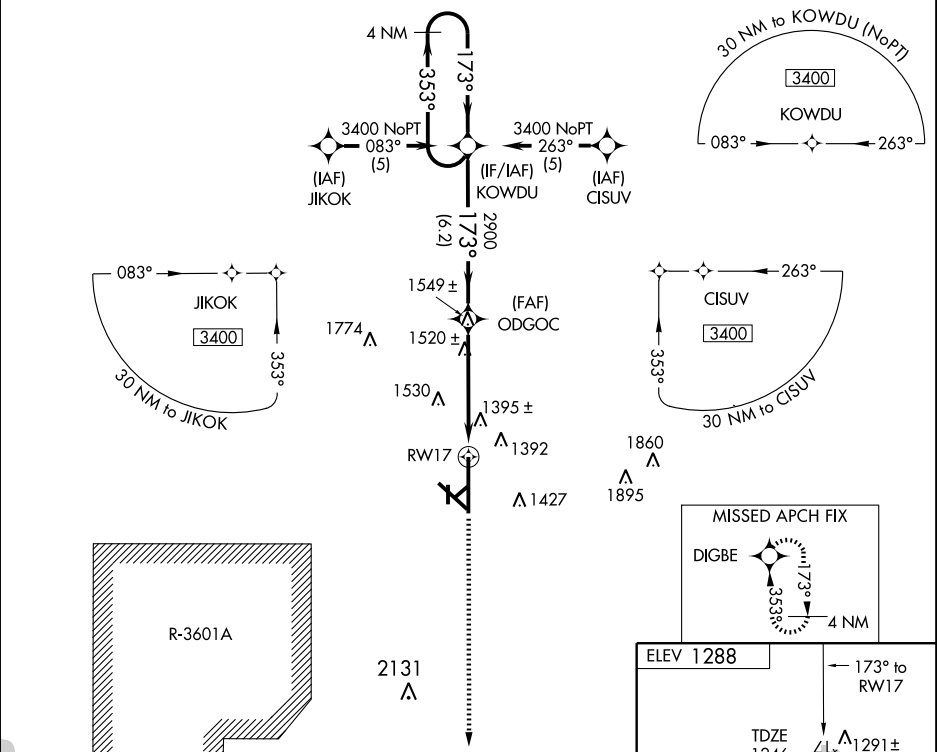
MIRL Rwy 12-30 1

WAAS CH 70322 W17A	APP CRS 173°	Rwy Idg 12300 TDZE 1246 Apt Elev 1288
--	------------------------	--

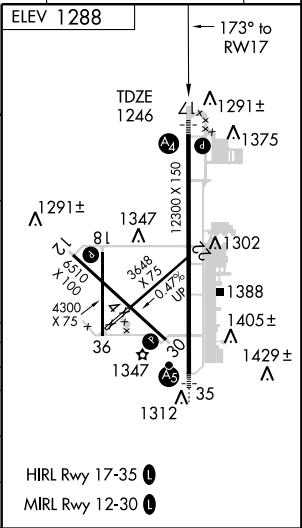
RNAV (GPS) RWY 17
SALINA MUNI (SLN)

▼ DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (2°F). Circling NA for Cat D southwest of Rwy 12-30. Inoperative table does not apply.	MALS A2	MISSED APPROACH: Climb to 3400 direct DIGBE and hold.
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ATIS 120.15	KANSAS CITY CENTER 134.9 363.2	SALINA TOWER ★ 119.3 (CTAF) 257.7	GND CON 121.9 397.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		1496-1	250 (300-1)	
LNAV/VNAV DA		1741-1¾	495 (500-1¾)	
LNAV MDA	1780-1	534 (500-1)	1780-1½ 534 (500-1½)	1780-1¾ 534 (500-1¾)
CIRCLING	1820-1¾	532 (600-1¾)	1840-1¾ 552 (600-1¾)	1840-2 552 (600-2)



APP CRS 305°	Rwy Idg 6510 TDZE 1273 Apt Elev 1288
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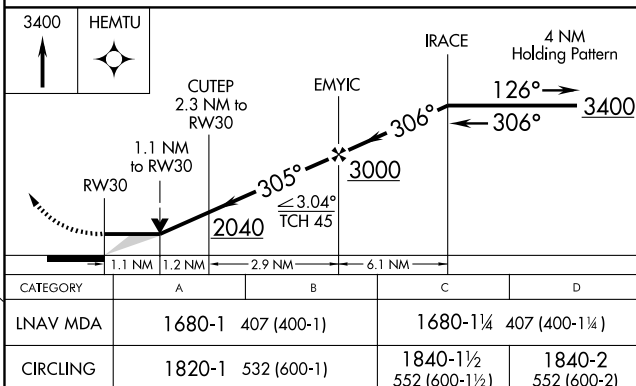
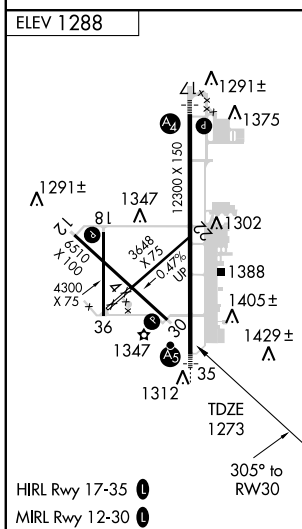
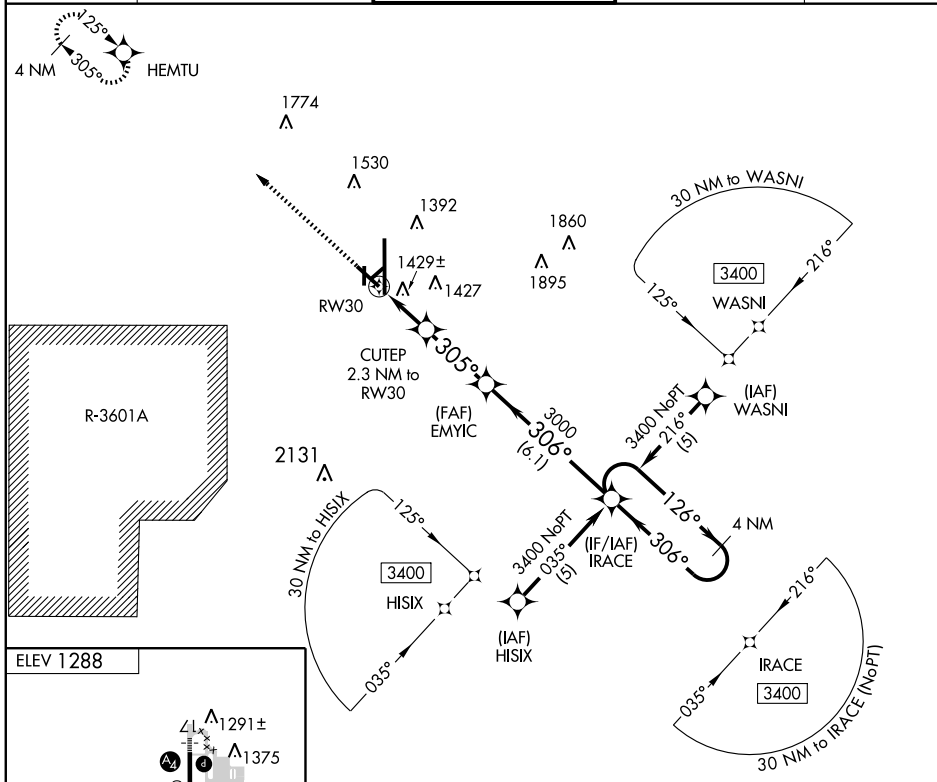
RNAV (GPS) RWY 30

SALINĂ MUNI (SLN)

- T** Circling NA for Cat D southwest of runway 12-30. DME/DME RNP-0.3 NA. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and LNAV Cat C /D and circling Cat C visibility $\frac{1}{4}$ mile. VDP NA when using McPherson altimeter setting.

MISSED APPROACH.
Climb to 3400 direct
HEMTU and hold.

ATIS 120.15	KANSAS CITY CENTER 134.9 363.2	SALINA TOWER ★ 119.3 (CTAF) 0 257.7	GND CON 121.9 397.9	UNICOM 122.95
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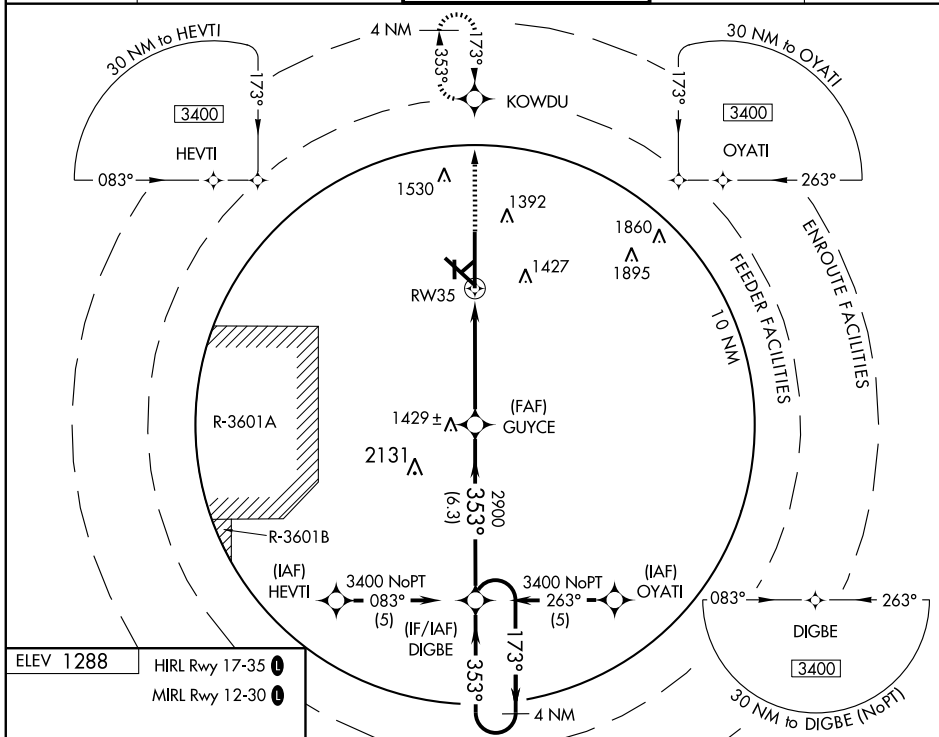


MISSED APPROACH: Climb to 3400
direct KOWDU and hold.

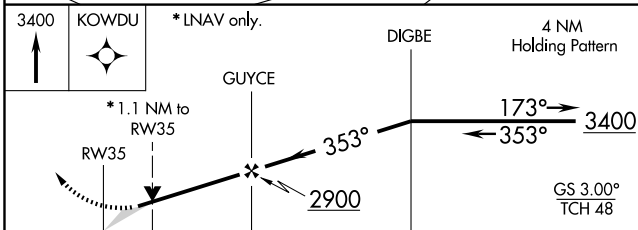
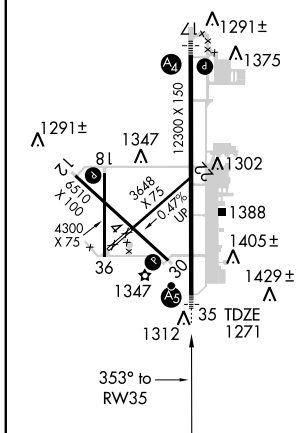
T DME/DME RNP-0.3 NA. BARO-VNAV NA below -17°C (2°F).
Circling NA for Cat D southwest of Rwy 12-30. For inoperative MALSR,
increase LNAV Cat D visibility to 1¼ and LPV visibility all CATs to ¾.



GND CON	UNICOM
121.9 397.9	122.95



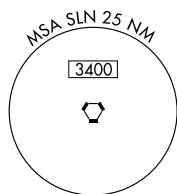
ELEV 1288	HIRL Rwy 17-35 L
	MIRL Rwy 12-30 L



	1.1 NM	3.8 NM	6.3 NM	
CATEGORY	A	B	C	D
LPV DA	1521-1/2		250 (300-1/2)	
LNAV/DA VNAV	1623-3/4		352 (400-3/4)	
LNAV MDA	1680-1/2	409 (400-1/2)	1680-3/4 409 (400-3/4)	1680-1 409 (400-1)
CIRCLING	1820-1 1/4	532 (600-1 1/4)	1840-1 1/2 552 (600-1 1/2)	1840-2 552 (600-2)

MISSED APPROACH:
Climb to 3400 direct
SL LOM and hold.

Inoperative table does not apply to Cat C/D/E. Circling NA for Cat D/E southwest of Rwy 12-30. ADF required. When local altimeter setting not received, use McPherson altimeter setting and increase all MDA 100 feet and Cat C/D/E visibility ¼ mile and increase JOTIN fix minimums 5-17 Cat C/D visibility ¼ mile, Cat E visibility ½ mile, circling Cat C/E visibility ¼ mile. VDP NA when using McPherson altimeter setting.



ELEV 1288

183° 7 NM from FAF

TDZE 1246

1291±

1347

12300 X 150

1302

1388

1405±

1429±

1312

HIRL Rwy 17-35

MIRL Rwy 12-30

FAF to MAP 7 NM

	Knots	60	90	120	150	180
Min:Sec	7:00	4:40	3:30	2:48	2:20	

CATEGORY	A	B	C	D	E
S-17	1860-3/4 614 (600-3/4)		1860-13/4 614 (600-13/4)	1860-2 614 (600-2)	1860-21/4 614 (600-21/4)
CIRCLING	1860-1 572 (600-1)		1860-13/4 572 (600-13/4)	1860-2 572 (600-2)	1920-21/4 632 (700-21/4)
JOTIN FIX MINIMUMS					
S-17	1760-3/4 514 (500-3/4)		1760-11/2 514 (500-11/2)	1760-13/4 514 (500-13/4)	
CIRCLING	1820-1 532 (600-1)		1840-11/2 552 (600-11/2)	1840-2 552 (600-2)	1920-21/4 632 (700-21/4)

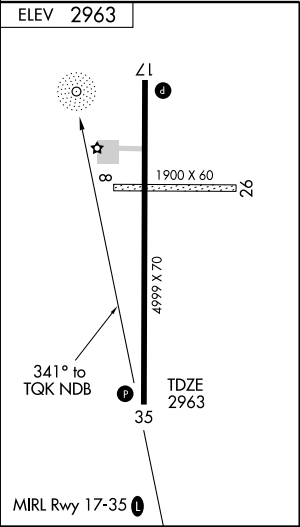
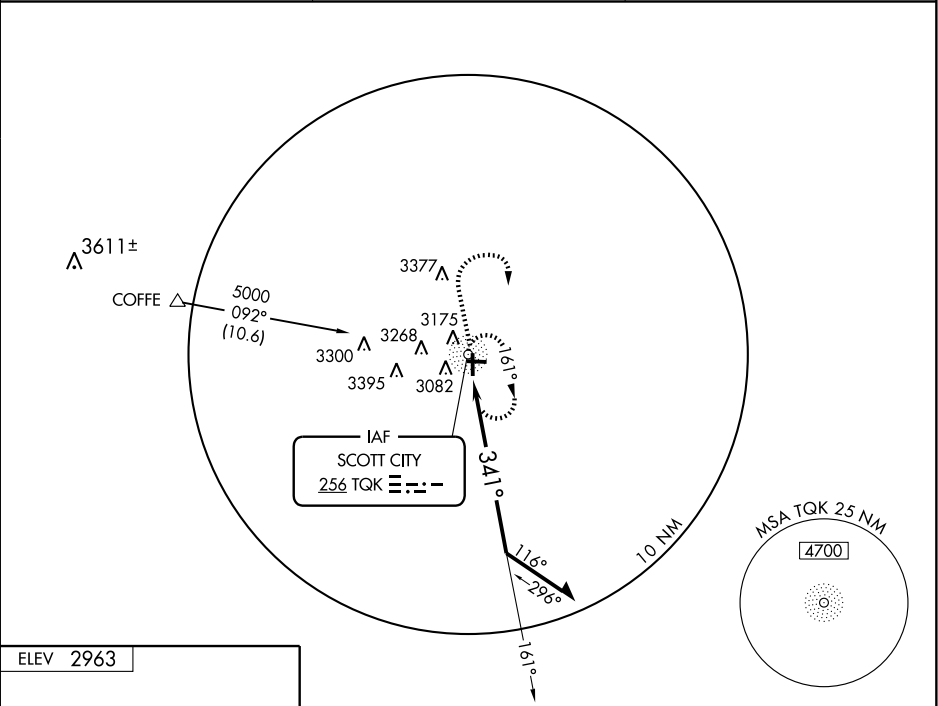
NDB RWY 35
SCOTT CITY MUNI (TQK)

NDB TQK 256	APP CRS 341°	Rwy Idg TDZE Apt Elev	4999 2963 2963
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NA If local altimeter setting not received, use Garden City altimeter setting.

MISSED APPROACH: Climb to 4100, then climbing right turn to 5000 direct TQK NDB and hold.

AWOS-3 120.0	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF)
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4100

5000

TQK
256

NDB *

Remain within 10 NM

161°

341°

4500

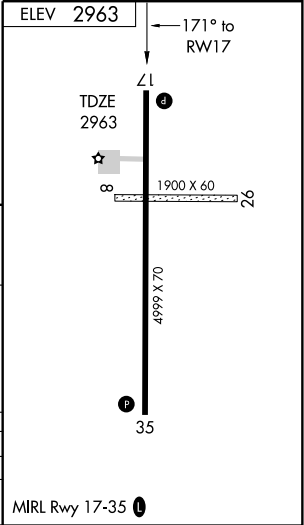
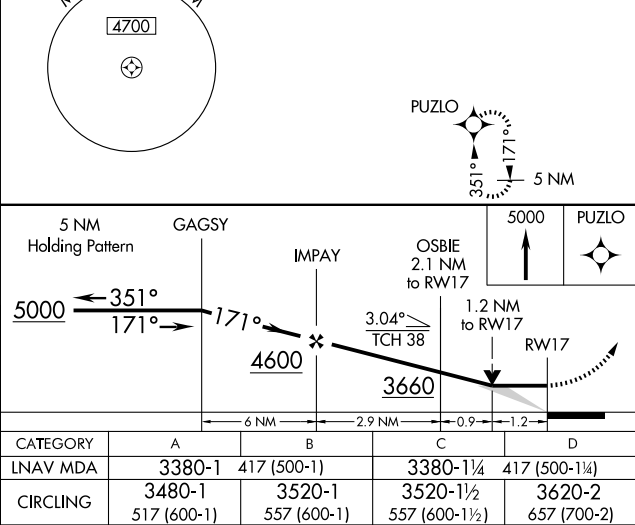
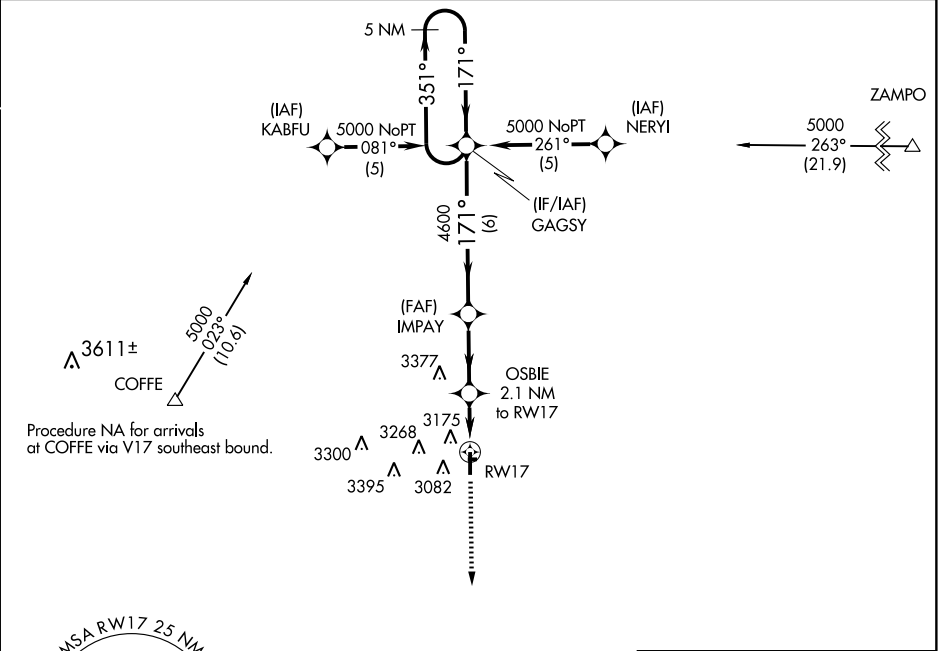
* Maintain 5000 or above until established outbound for PT.

CATEGORY	A	B	C	D
S-35	3480-1	517 (600-1)	3480-1½ 517 (600-1½)	3480-1¾ 517 (600-1¾)
CIRCLING	3480-1 517 (600-1)	3520-1 557 (600-1)	3520-1½ 557 (600-1½)	3620-2 657 (700-2)
GARDEN CITY REGIONAL ALTIMETER SETTING MINIMUMS				
S-35	3580-1	617 (700-1)	3580-1¾ 617 (700-1¾)	3580-2 617 (700-2)
CIRCLING	3580-1 617 (700-1)	3600-1 637 (700-1)	3600-1¾ 637 (700-1¾)	3720-2½ 757 (800-2½)

APP CRS	Rwy Idg	4999
171°	TDZE	2963
	Apt Elev	2963

RNAV (GPS) RWY 17
SCOTT CITY MUNI (TQK)

NA	DME/DME RNP-0.3 NA. If local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 100 feet. VDP NA when using Garden City altimeter setting.	MISSED APPROACH: Climb to 5000 direct PUZLO and hold.
AWOS-3 120.0	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF) 0



WAAS CH 99301 W35A	APP CRS 351°	Rwy Idg 4999 TDZE 2963 Apt Elev 2963
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RNAV (GPS) RWY 35

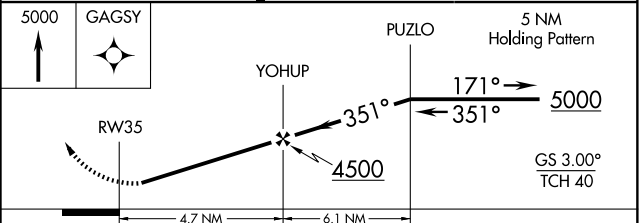
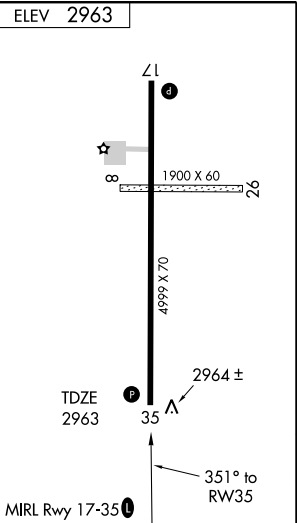
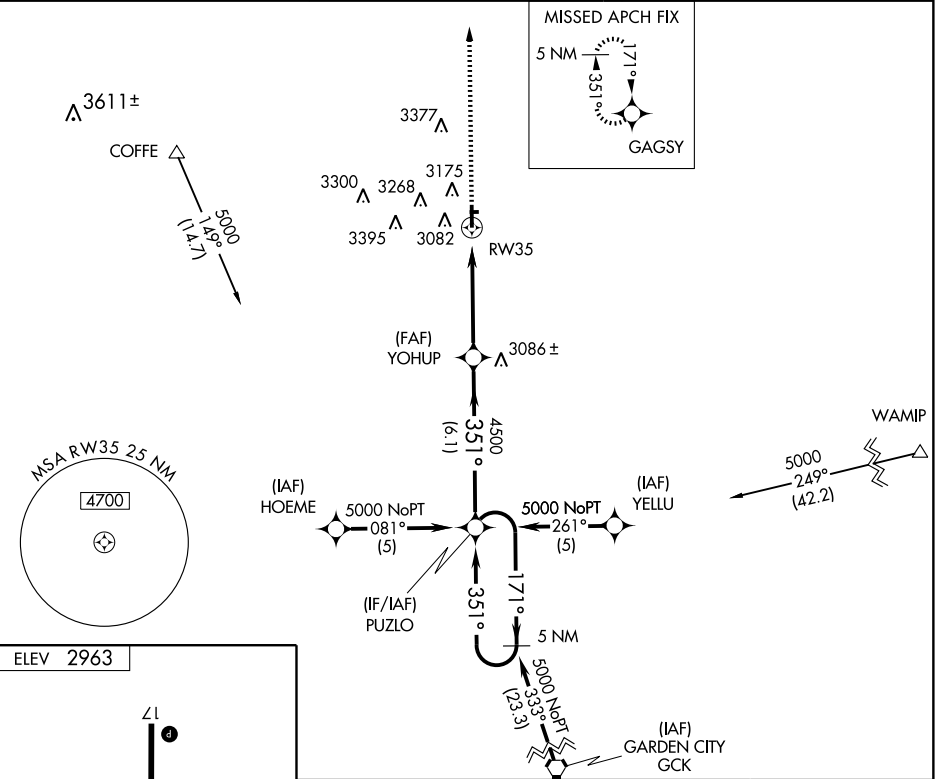
SCOTT CITY MUNI (TQK)

▲ NA

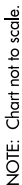
DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 42°C (109°F). If local altimeter setting not received, use Garden City altimeter setting and increase all DAs/MDAs 100 feet. BARO-VNAV NA when using Garden City altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 direct GAGSY and hold.

AWOS-3 120.0	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	3213-1	250 (300-1)		
LNAV/VNAV DA	3361-1½	398 (400-1½)		
LNAV MDA	3400-1	437 (500-1)	3400-1¼ 437 (500-1¼)	3400-1½ 437 (500-1½)
CIRCLING	3480-1½ 517 (600-1½)	3520-1½	557 (600-1½)	3620-2 657 (700-2)



NC-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL DESCRIPTION

KIRKSVILLE TRANSITION (IRK.BQS4): From over IRK VORTAC via IRK R-237 to FONIX INT, then via BQS R-060 to BQS VOR/DME. Thence. . . .

LAMONI TRANSITION (LMN.BQS4): From over LMN VORTAC via LMN R-169 and BQS R-353 to BQS VOR/DME. Thence. . . .

MACON TRANSITION (MCM.BQS4): From over MCM VOR/DME via MCM R-263 to CORIM INT, then via BQS R-085 to BQS VOR/DME. Thence. . . .

SPINNER TRANSITION (SPI.BQS4): From over SPI VORTAC via SPI R-272 and UIN R-085 to UIN VORTAC, then via UIN R-260 to HUGIN INT, then via BQS R-080 to BQS VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19L/R: From over BQS VOR/DME via BQS R-234 to DONNS INT then via heading 255°. Thence. . . .

Rwys 9, 27: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1,3: From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

Rwys 19,21: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and

OLATHE/NEW CENTURY AIRCENTER (IXD): From over BQS VOR/DME via BQS R-234 to BYGEC INT then via heading 190°. Thence. . . .

ALL OTHER AIRPORTS: From over BQS VOR/DME via BQS R-234 to DONNS INT. Thence. . . .

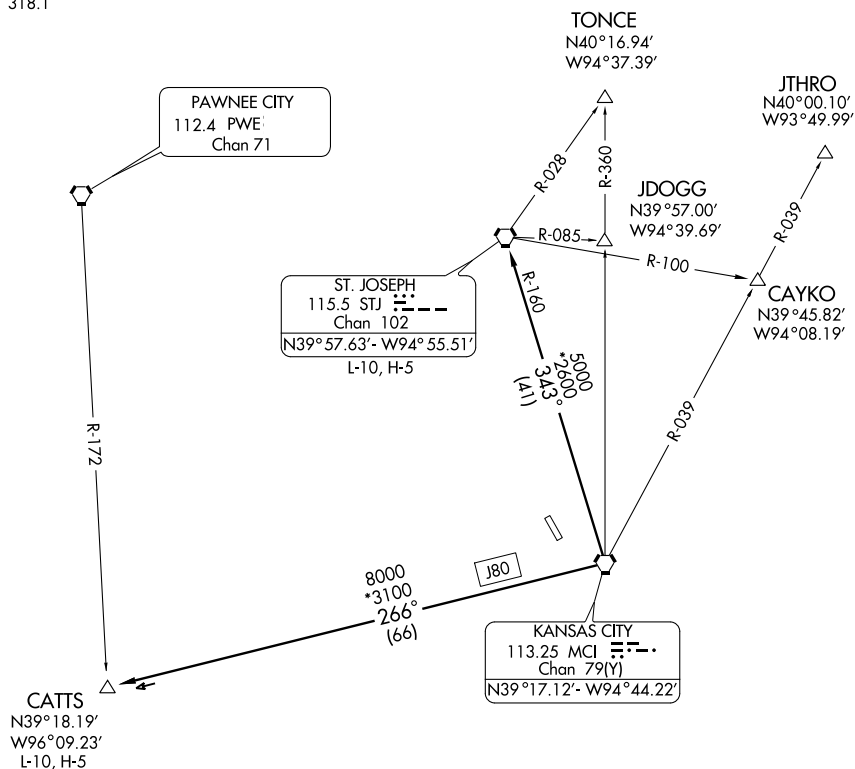
. . . . Expect radar vectors to final approach course.

CHIEF THREE DEPARTURE

SL-152 (FAA)

FORT LEAVENWORTH, KANSAS

KANSAS CITY DEP CON
124.7 318.1



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

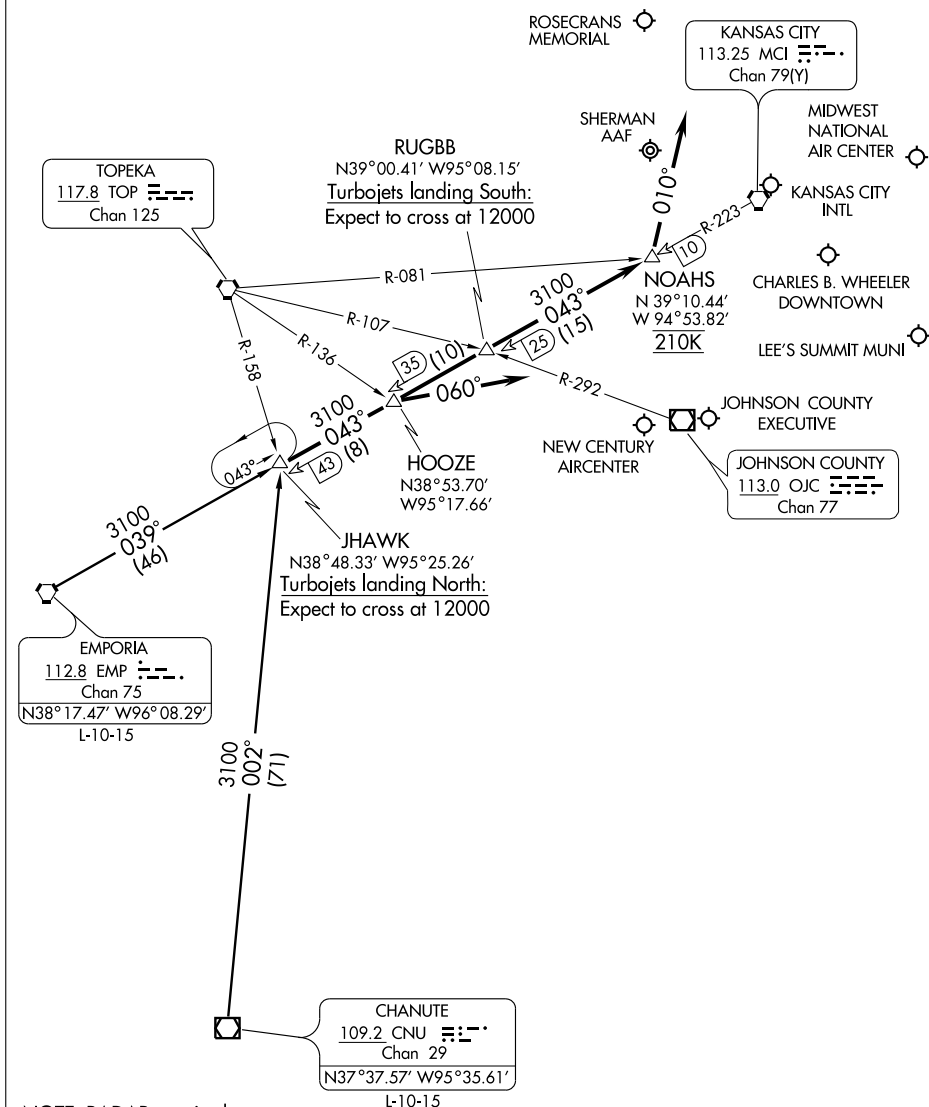
CATTS TRANSITION (CHIEF3.CATTS): From over MCI VORTAC via MCI R-266 to CATTS INT.

ST. JOSEPH TRANSITION (CHIEF3.STJ): From over MCI VORTAC via MCI R-343 and STJ R-160 to STJ VORTAC.

JHAWK SIX ARRIVAL

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NOTE: RADAR required.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

CHANUTE TRANSITION (CNU.JHAWK6): From over CNU VOR/DME via CNU R-002 to JHAWK INT. Thence. . . .

EMPORIA TRANSITION (EMP.JHAWK6): From over EMP VORTAC via EMP R-039 and MCI R-223 to JHAWK INT. Thence. . . .

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence....

Rwys 1L/R: From over JHAWK INT via MCI R-223 to HOOZE INT then via heading 060°. Thence....

Rwys 9, 27: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over JHAWK INT via MCI R-223 to HOOZE INT. Thence...

Rwys 19, 21: From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) AND SHERMAN AAF (FLV):

From over JHAWK INT via MCI R-223 to NOAHS INT then via heading 010°. Thence...

ALL OTHER AIRPORTS: From over JHAWK INT via MCI R-223 to HOOZE INT.

Thence...

....Expect radar vectors to final approach course.

LAKES FIVE DEPARTURE

SL-152 (FAA)

FORT LEAVENWORTH, KANSAS

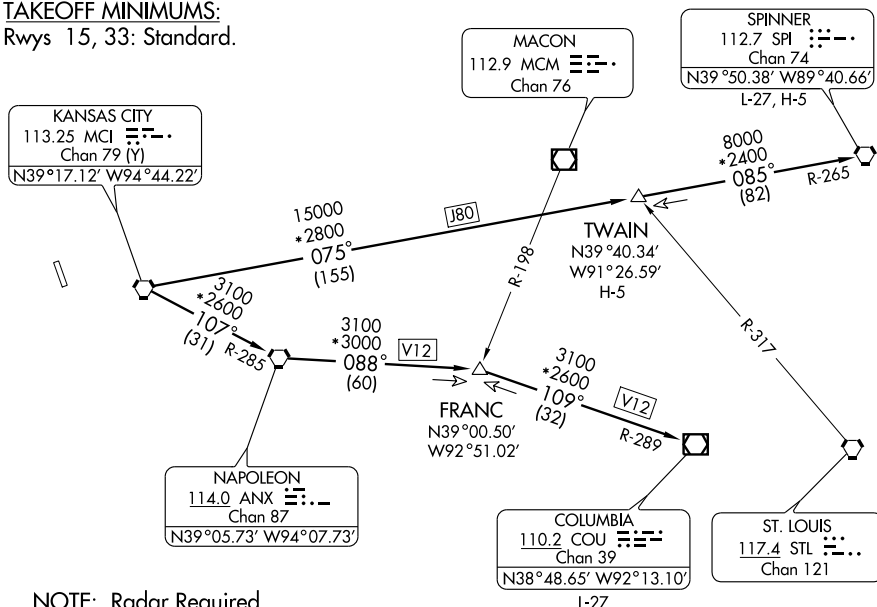
KANSAS CITY DEP CON

124.7 318.1

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:

Rwys 15, 33: Standard.



NOTE: Radar Required.

NOTE: DME Required for TWAIN and SPINNER Transitions.

Takeoff Obstacles:

Rwy 15, road 79 feet from DER, across departure course, up to 15' AGL/779' MSL. Building 400 feet from DER, 580 feet left of centerline, 28' AGL/788' MSL. Pumphouse 444 feet from DER, 564 feet left of centerline, 23' AGL/783' MSL. Boats 1063 feet from DER, across departure course, up to 45' AGL/800' MSL. Trees 2165 feet from DER, across departure course, up to 75' AGL/838' MSL.

Rwy 33, multiple trees and poles beginning 117 feet from DER, on centerline, up to 100' AGL/879' MSL. Levee 187 feet from DER, on centerline, 35' AGL/782' MSL.

DEPARTURE ROUTE DESCRIPTION

Expect vectors to appropriate route. Expect filed altitude 10 minutes after departure.

COLUMBIA TRANSITION (LAKES5.COU): From over MCI VORTAC via MCI R-107 and ANX R-285 to ANX VORTAC, then via ANX R-088 to FRANC INT, then via COU R-289 to COU VOR/DME.

SPINNER TRANSITION (LAKES5.SPI): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT, then via SPI R-265 to SPI VORTAC.

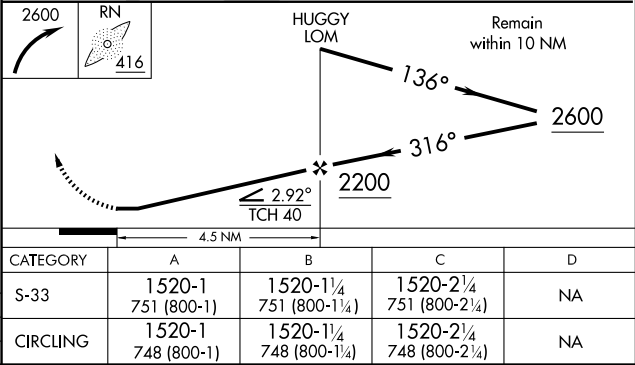
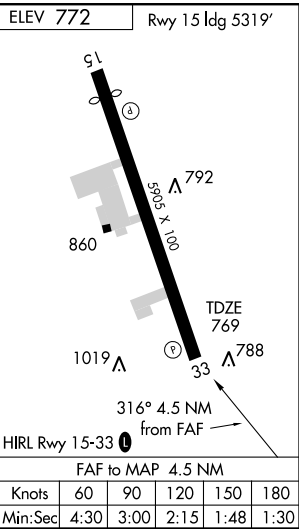
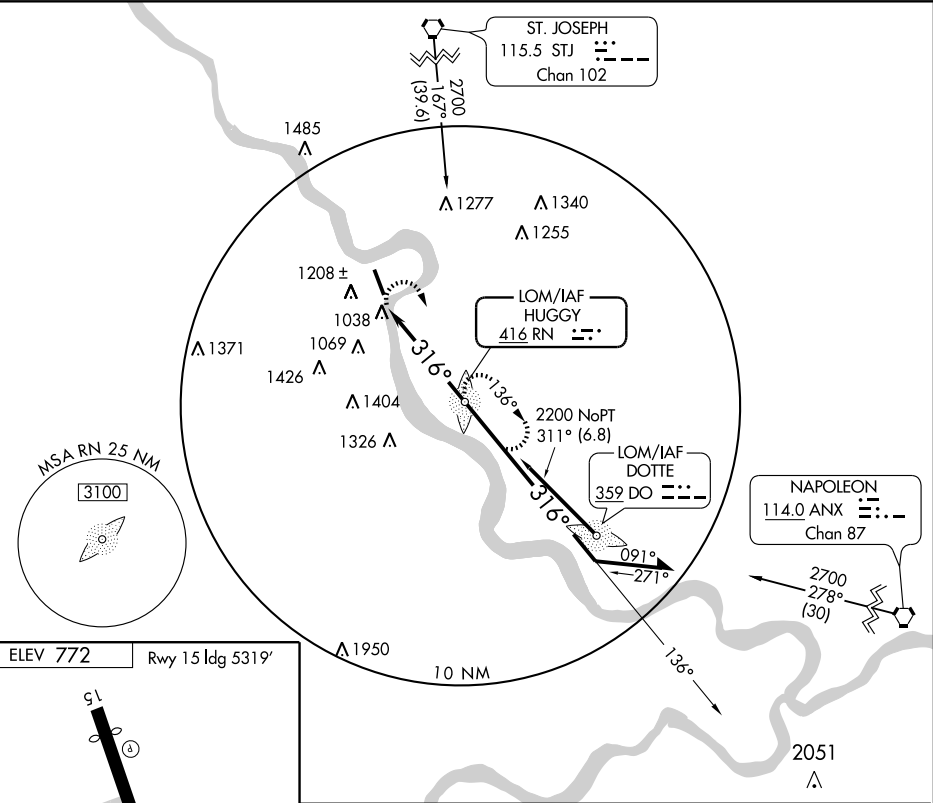
TWAIN TRANSITION (LAKES5.TWAIN): From over MCI VORTAC via MCI R-075 and SPI R-265 to TWAIN INT.

LOM RN	APP CRS	Rwy Idg	5905
416	316°	TDZE	769
		Apt Elev	772

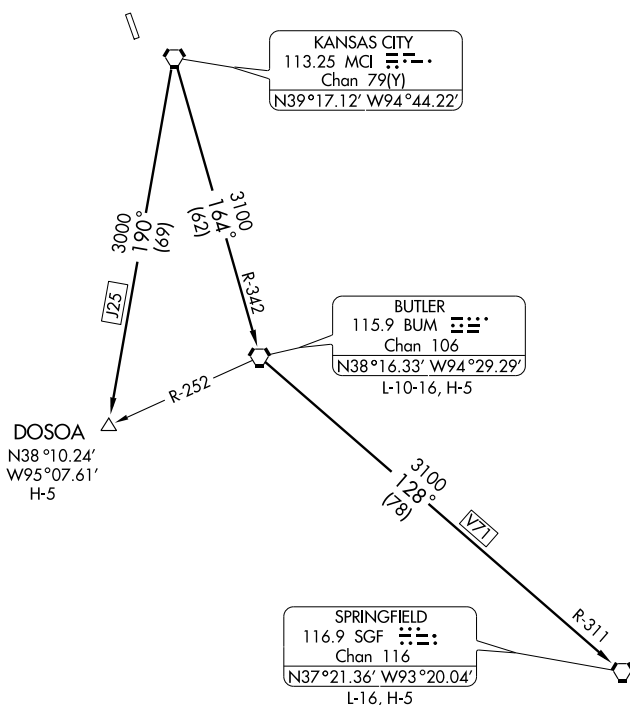
NDB RWY 33
SHERMAN AAF (FLV)

NA	Use Kansas City Intl altimeter setting. Circling not authorized west of Rwy 15-33.	MISSED APPROACH: Climbing right turn to 2600 direct to RN LOM and hold.
----	---	---

KANSAS CITY APP CON 124.7 318.1	CTAF 126.2 0 *
------------------------------------	-------------------



KANSAS CITY DEP CON
124.7 318.1



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

BUTLER TRANSITION (RACER3.BUM): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC.

DOSOA TRANSITION (RACER3.DOSOA): From over MCI VORTAC via MCI R-190 to DOSOA INT.

SPRINGFIELD TRANSITION (RACER3.SGF): From over MCI VORTAC via MCI R-164 and BUM R-342 to BUM VORTAC, then via BUM R-128 and SGF R-311 to SGF VORTAC.

RNAV (GPS) RWY 15

SHERMAN AAF (FLV)

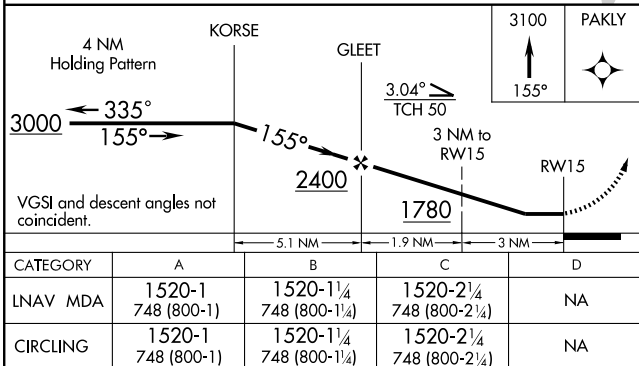
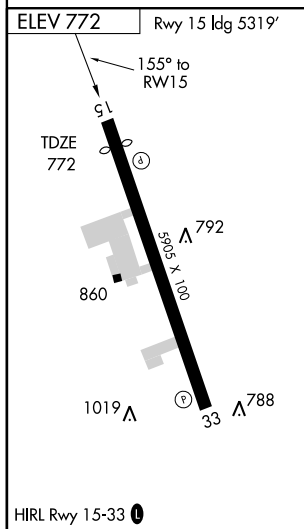
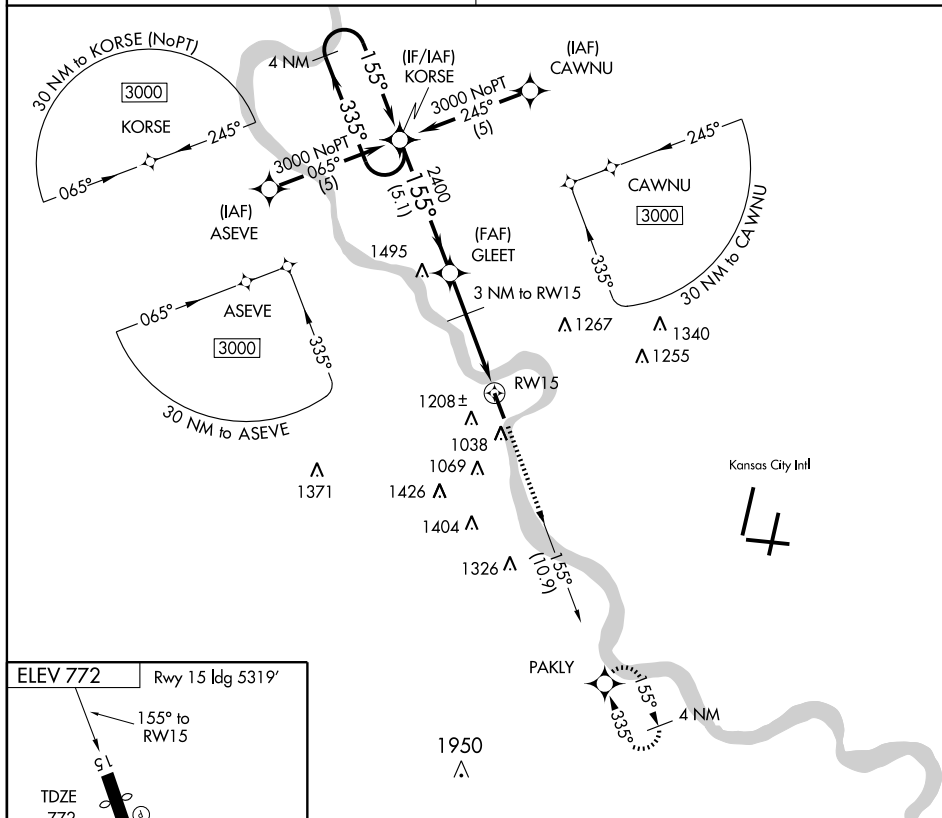
APP CRS	Rwy Idg	5319
155°	TDZE	772
	Apt Elev	772

NA DME/DME RNP-0.3 NA. Use Kansas City Intl altimeter setting. Circling not authorized west of Rwy 15-33.

MISSED APPROACH: Climb to 3100 via 155° course to PAKLY WP and hold.

KANSAS CITY APP CON
124.7 318.1

CTAF
126.2 0 ★



APP CRS	Rwy Idg	5905
335°	TDZE	769
	Apt Elev	772

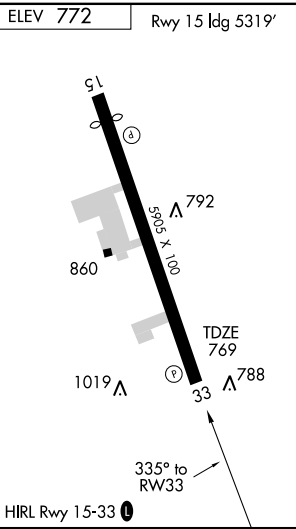
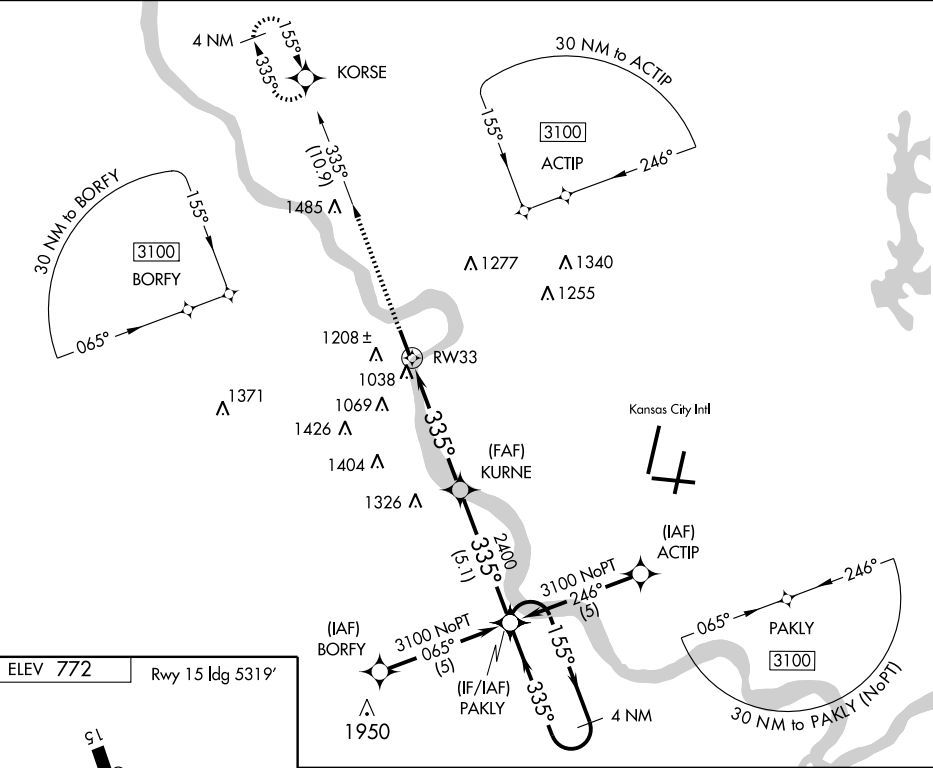
RNAV (GPS) RWY 33

SHERMAN AAF (FLV)

NA DME/DME RNP-0.3 NA. Use Kansas City Intl altimeter setting. Circling not authorized west of Rwy 15-33.

MISSED APPROACH: Climb to 3000 via 335° course to KORSE WP and hold.

KANSAS CITY APP CON 124.7 318.1	CTAF 126.2 0 *
---	--------------------------



3000

↑

335°

KORSE

✦

4 NM

Holding Pattern

PAKLY

155° →

← 335°

3100

KURNE

✦

335°

2400

≤ 3.04°

TCH 50

4.9 NM

5.1 NM

VGSI and descent angles not coincident.

RW33

↶

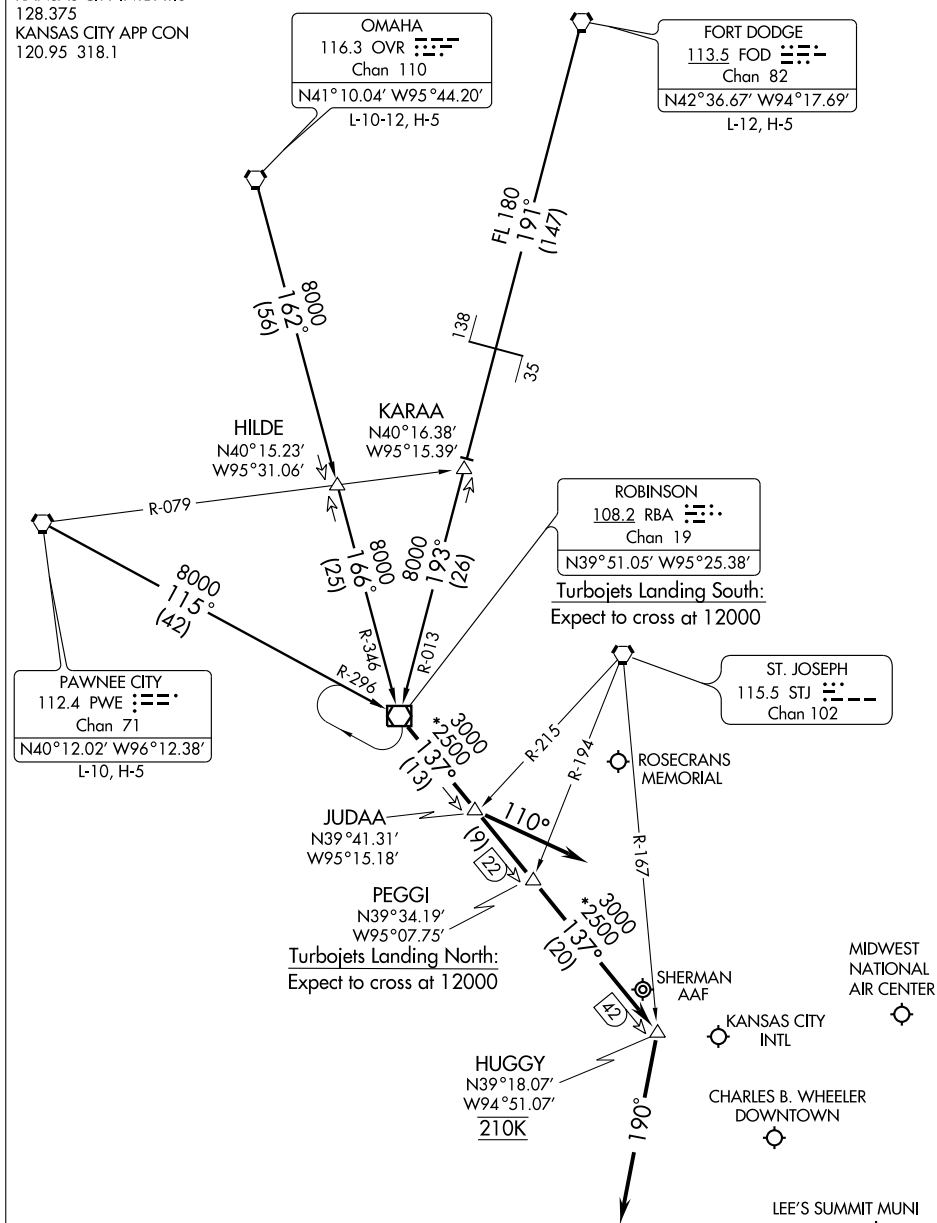
CATEGORY	A	B	C	D
LNNAV MDA	1560-1 791 (800-1)	1560-1¼ 791 (800-1¼)	1560-2¼ 791 (800-2¼)	NA
CIRCLING	1560-1 788 (800-1)	1560-1¼ 788 (800-1¼)	1560-2¼ 788 (800-2¼)	NA

ROBINSON THREE ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI

KANSAS CITY INTL ATIS
128.375
KANSAS CITY APP CON
120.95 318.1



NC-3, 03 JUN 2010 to 01 JUL 2010

(NARRATIVE ON FOLLOWING PAGE)

NEW CENTURY
AIRCENTERJOHNSON COUNTY
EXECUTIVE

ARRIVAL DESCRIPTION

FORT DODGE TRANSITION (FOD.RBA3): From over FOD VORTAC via FOD R-191 and RBA R-013 to RBA VOR/DME. Thence. . . .

OMAHA TRANSITION (OVR.RBA3): From over OVR VORTAC via OVR R-162 and RBA R-346 to RBA VOR/DME. Thence. . . .

PAWNEE CITY TRANSITION (PWE.RBA3): From over PWE VORTAC via PWE R-115 and RBA R-296 to RBA VOR/DME. Thence. . . .

LANDING KANSAS CITY INTL:

Rwys 1L/R: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence....

Rwys 19L/R: From over RBA VOR/DME via RBA R-137 to JUDAA INT then via heading 110°. Thence....

Rwys 9, 27: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

Rwys 19, 21: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

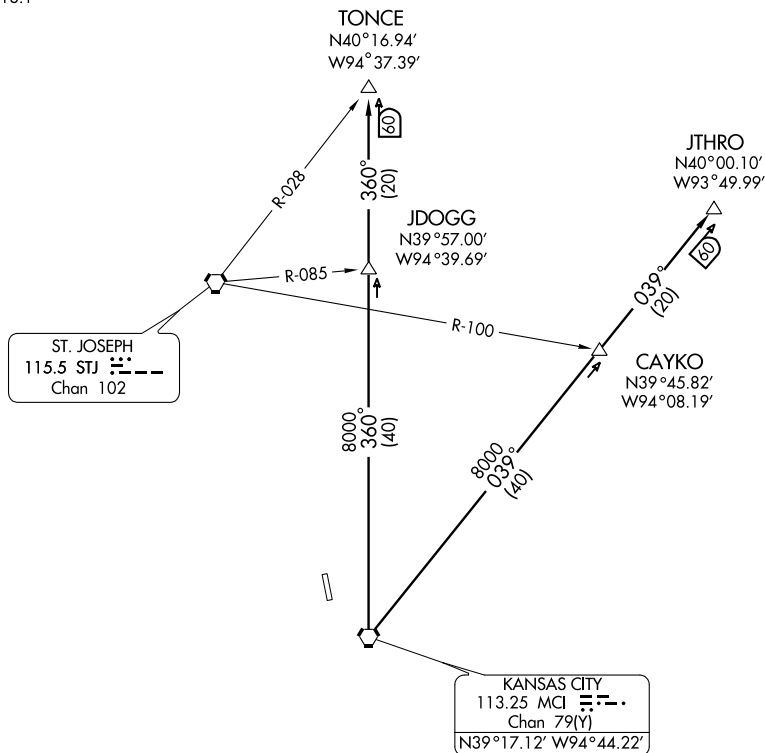
LANDING OLATHE/JOHNSON COUNTY EXECUTIVE (OJC) and OLATHE/ NEW

CENTURY AIRCENTER (IXD): From over RBA VOR/DME via RBA R-137 to HUGGY INT then via heading 190°. Thence...

ALL OTHER AIRPORTS: From over RBA VOR/DME via RBA R-137 to JUDAA INT. Thence...

. . . . Expect radar vector to final approach course.

KANSAS CITY DEP CON
124.7 318.1



NOTE: Chart not to scale

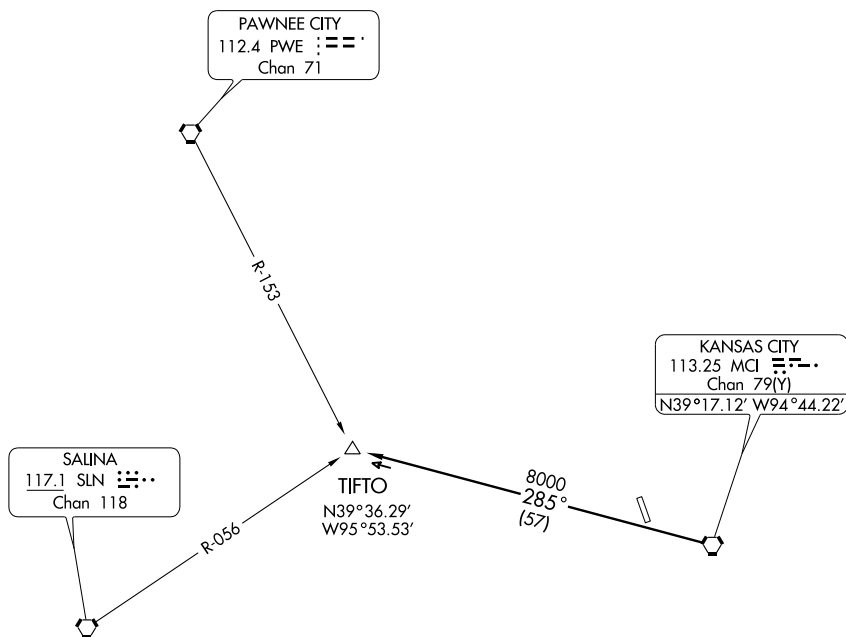
DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

JTHRO TRANSITION (ROYAL3.JTHRO): From over MCI VORTAC via MCI R-039 to JTHRO INT.

TONCE TRANSITION (ROYAL3.TONCE): From over MCI VORTAC via MCI R-360 to TONCE INT.

KANSAS CITY DEP CON
124.7 318.1



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

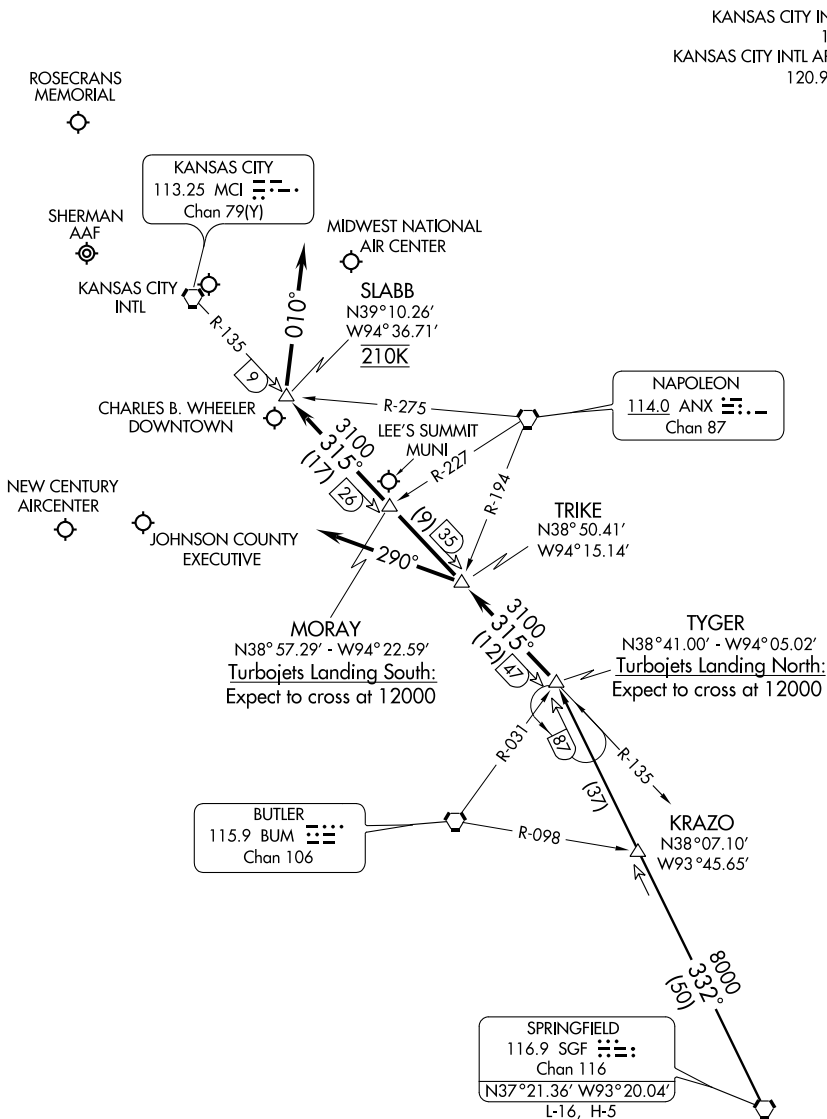
Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

TIFTO TRANSITION (TIFTO2.TIFTO): From over MCI VORTAC via MCI R-285 to TIFTO INT.

(TYGER.TYGER6) 08101 TYGER SIX ARRIVAL

ST-780 (FAA)

KANSAS CITY, MISSOURI



NOTE: RADAR required

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NC-3, 03 JUN 2010 to 01 JUL 2010

ARRIVAL DESCRIPTION

SPRINGFIELD TRANSITION (SGF.TYGER6): From over SGF VORTAC via SGF R-332 to TYGER INT. Thence....

LANDING KANSAS CITY INTL (MCI):

Rwys 19L/R: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence. . . .

Rwys 1L/R: From over TYGER INT via MCI R-135 to TRIKE INT then via heading 290°. Thence. . . .

Rwys 9, 27: From over TYGER INT via MCI R-135 to TRIKE INT. Thence. . . .

LANDING CHARLES B. WHEELER DOWNTOWN (MKC):

Rwys 1, 3: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

Rwys 19, 21: From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

LANDING ST. JOSEPH/ROSECRANS MEMORIAL (STJ) and SHERMAN AAF (FLV):

From over TYGER INT via MCI R-135 to SLABB INT then via heading 010°. Thence...

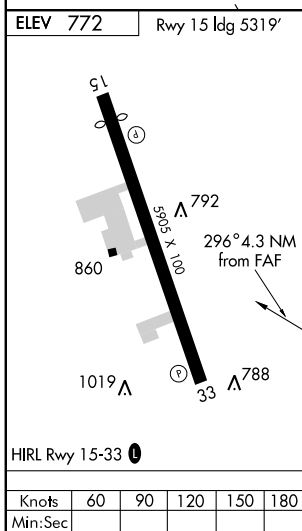
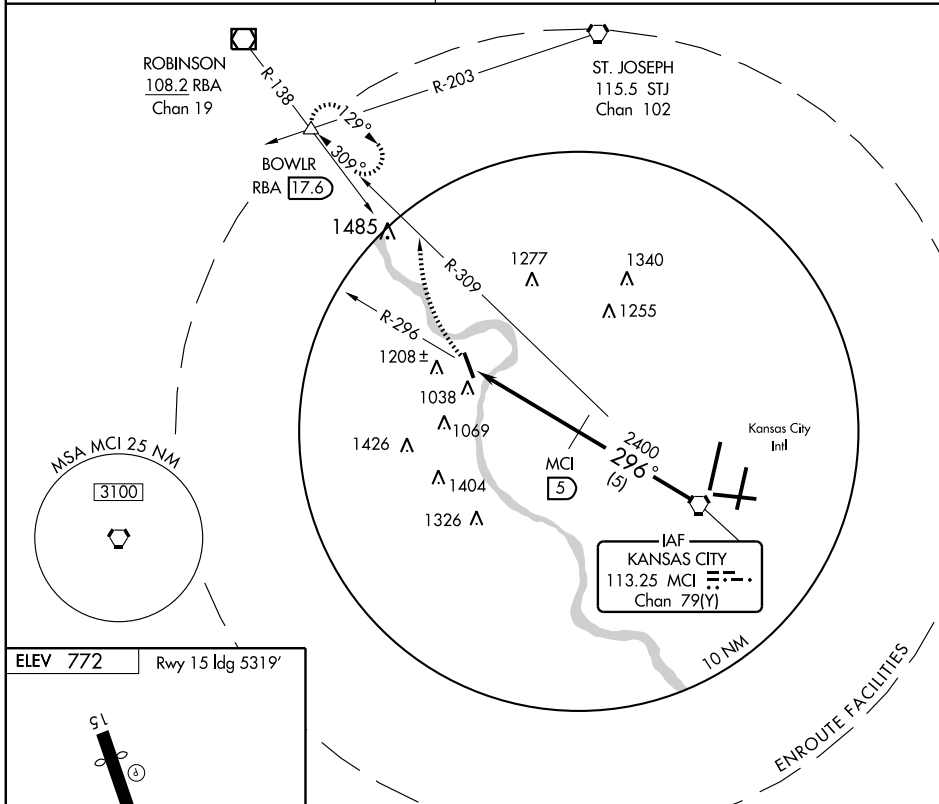
ALL OTHER AIRPORTS: From over TYGER INT via MCI R-135 to TRIKE INT. Thence...

....Expect radar vectors to final approach course.

VORTAC MCI 113.25 Chan 79(Y)	APP CRS 296°	Rwy Idg TDZE Apt Elev	N/A N/A 772
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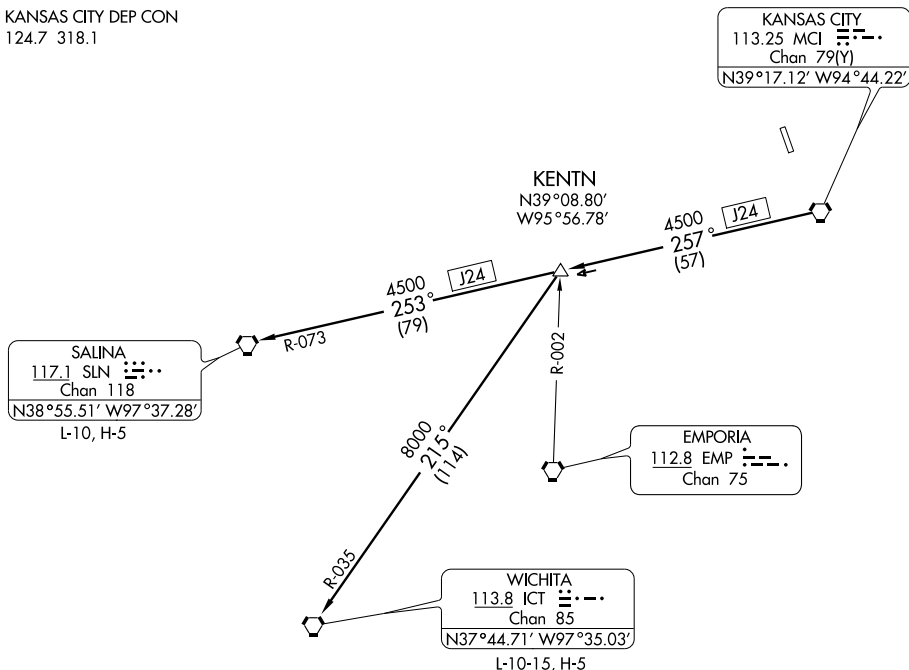
VOR/DME-A
SHERMAN AAF (FLV)

<p>V Use Kansas City Intl altimeter setting. NA Circling NA West of Rwy 15-33</p>	<p>MISSED APPROACH: Climbing right turn to 3000 via heading 340° and MCI R-309 to BOWLR Int and hold.</p>
<p>KANSAS CITY APP CON 124.7 318.1</p>	<p>CTAF 126.2 0 *</p>



<div>3000</div> <div><div><div></div><div>HDG</div><div>340°</div></div></div>	<div>MCI</div> <div>R-309</div>	<div>BOWLR</div> <div>△</div>		
<div>MCI</div> <div>9.3</div>	<div>MCI</div> <div>5</div>	<div>VORTAC</div> <div>4000</div>		
<div>4.3 NM</div>	<div>5 NM</div>	<div>Procedure Turn</div> <div>NA</div>		
<div>CATEGORY</div>	<div>A</div>	<div>B</div>	<div>C</div>	<div>D</div>
<div>KANSAS CITY INTL ALTIMETER SETTING MINIMUMS</div>				
<div>CIRCLING</div>	<div>1440-1</div>	<div>668 (700-1)</div>	<div>1440-1¾</div> <div>668 (700-1¾)</div>	<div>1500-2¼</div> <div>728 (800-2¼)</div>

KANSAS CITY DEP CON
124.7 318.1



NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect filed altitude 10 minutes after departure.

KENTN TRANSITION (WLDCT2.KENTN): From over MCI VORTAC via MCI R-257 to KENTN INT.

SALINA TRANSITION (WLDCT2.SLN): From over MCI VORTAC via MCI R-257 and SLN R-073 to SLN VORTAC.

WICHITA TRANSITION (WLDCT2.ICT): From over MCI VORTAC via MCI R-257 to KENTN INT, then via ICT R-035 to ICT VORTAC.

GPS RWY 17
SMITH CENTER MUNI (K82)

APP CRS	Rwy Idg	3601
158°	TDZE	1796
	Apt Elev	1799

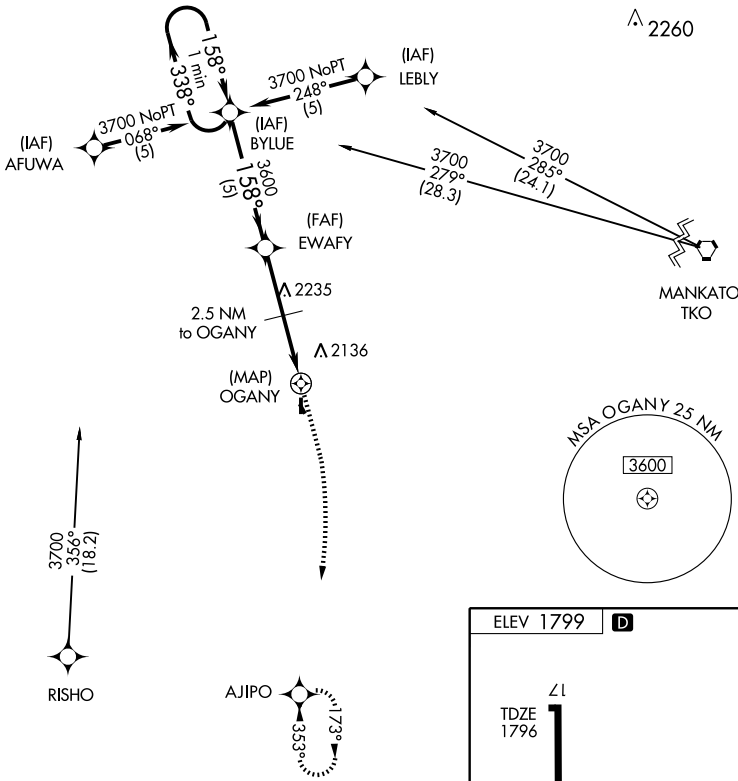
NA Use Concordia altimeter setting.

MISSED APPROACH: Climb to 2700, then climbing right turn to 3500 direct AJIPO WP and hold.

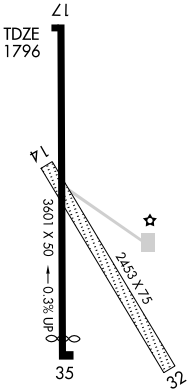
AWOS-3
118.450

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF)



ELEV 1799 D



One Minute Holding Pattern			
CATEGORY	A	B	D
S-17	2480-1	684 (700-1)	NA
CIRCLING	2480-1	681 (700-1)	NA

LIRL Rwy 17-35

APP CRS	Rwy Idg	3500
353°	TDZE	1792
	Apt Elev	1799

GPS RWY 35

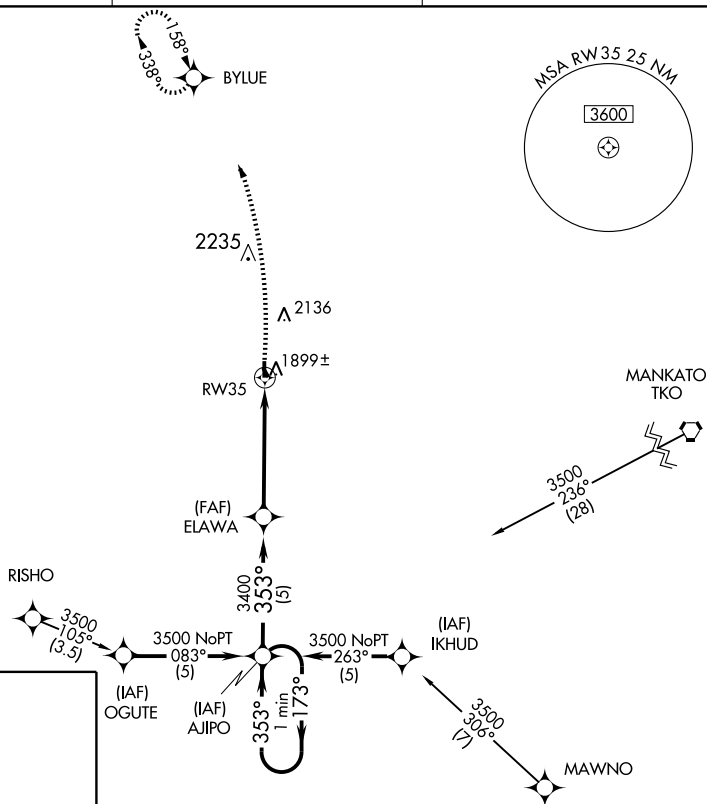
SMITH CENTER MUNI (K82)

A NA Use Concordia altimeter setting.

MISSED APPROACH: Climb to 2700, then climbing left turn to 3700 direct BYLUE WP and hold.

AWOS-3
118,450

MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF)

ELEV 1799

D

41

TDZE
1792

35

LIRL Rwy 17-35

The diagram illustrates a Standard Instrument Departure (SID) procedure. It begins at runway RW35, which has a magnetic variation of 2700. The initial climb is along a heading of 3700. After passing ELAWA (magnetic variation 3700), the aircraft follows a climb segment with a heading of 353° and an altitude of 3400 feet. This segment is 5 NM long. Following another 5 NM segment, the aircraft reaches the AJIPO fix (magnetic variation 3700). From here, it proceeds on a heading of 173° to a final altitude of 3500 feet. A "One Minute Holding Pattern" is specified at the end of the route.

VORTAC TKO 109.8 Chan 35	APP CRS 254°	Rwy Idg N/A TDZE N/A Apt Elev 1799
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VOR/DME or GPS-A

SMITH CENTER MUNI (K82)

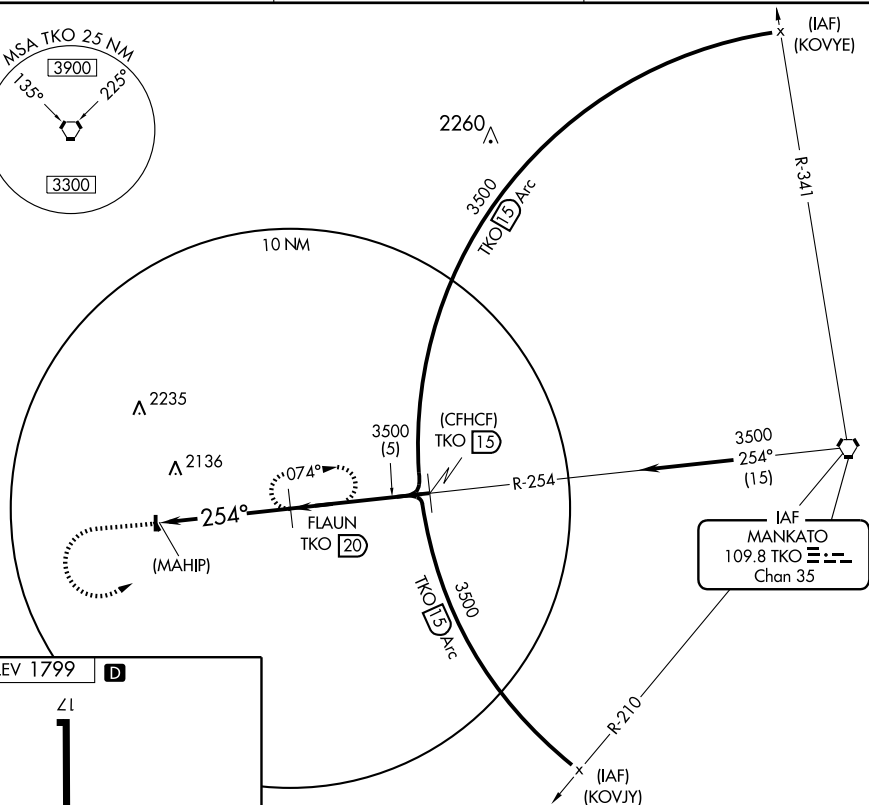
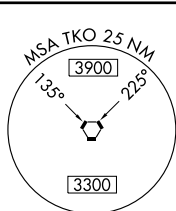
A NA Use Concordia altimeter setting.

MISSED APPROACH: Climb to 3000, then climbing left turn to 3500 via TKO R-254 to FLAUN/20 DME and hold.

AWOS-3
118.450

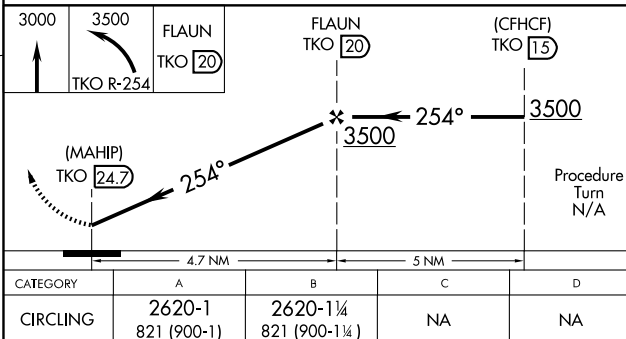
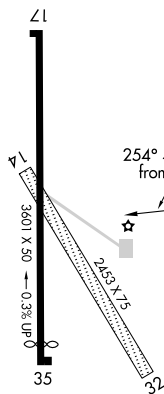
MINNEAPOLIS CENTER
119.4 278.8

UNICOM
122.8 (CTAF)



ELEV 1799

D



NC-2. 03 JUN 2010 to 01 JUL 2010

LIRL Rwy 17-35

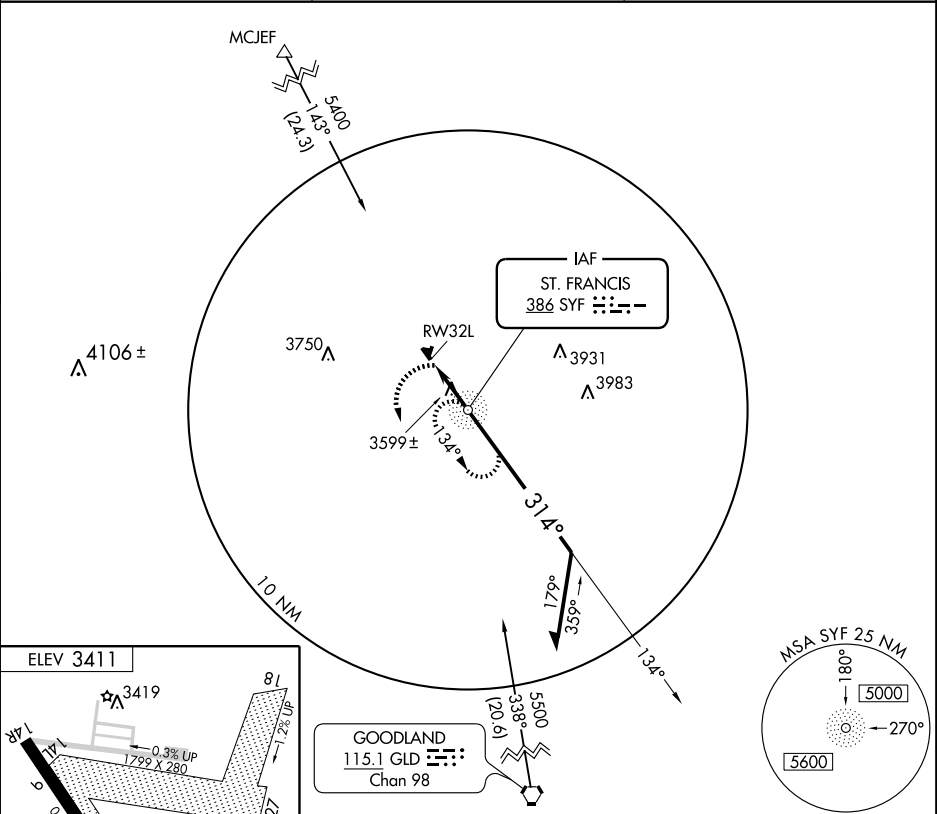
NDB SYF	APP CRS	Rwy Idg	3138
386	314°	TDZE	3411
		Apt Elev	3411

NDB or GPS RWY 32L

ST. FRANCIS/CHEYENNE COUNTY MUNI (SYF)

▲ NA	Use Goodland, KS altimeter setting.	MISSED APPROACH: Climbing left turn to 5200 direct SYF NDB and hold.
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AWOS-3 118.925	DENVER CENTER 132.5 379.15	UNICOM 122.8 (CTAF) 0
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5200 SYF		NDB		Remain within 10 NM	
314°		134°		5200	
RW32L		314°		4200	
2.2 NM					
CATEGORY	A	B	C	D	
S-32L	4000-1 589 (600-1)		4000-1½ 589 (600-1½)	NA	
CIRCLING	4000-1 589 (600-1)		4000-1½ 589 (600-1½)	NA	

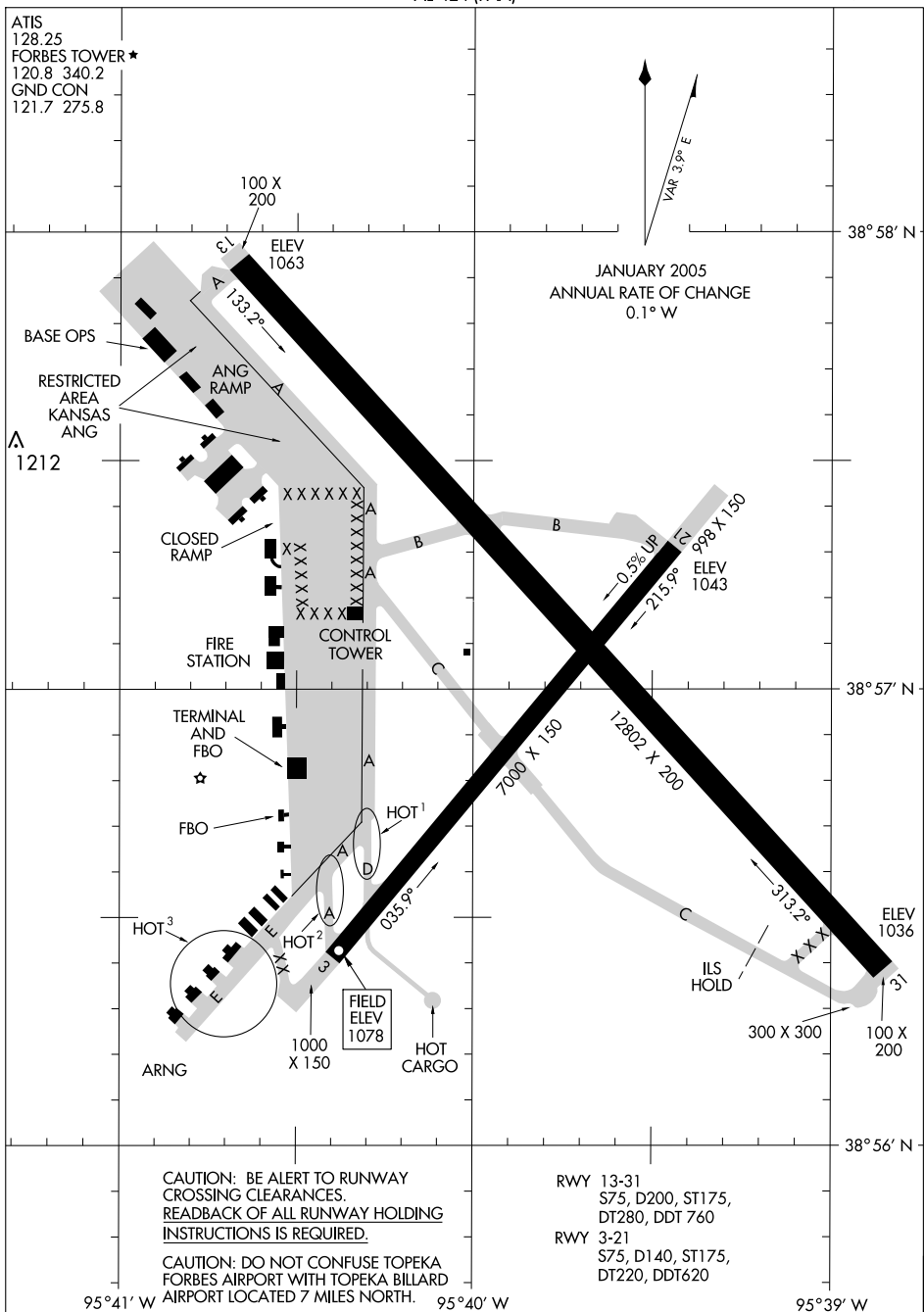
FAF to MAP 2.2 NM					
Knots	60	90	120	150	180
Min:Sec	2:12	1:28	1:06	0:53	0:44

AIRPORT DIAGRAM

AL-424 (FAA)

TOPEKA/FORBES FIELD (FOE)
TOPEKA, KANSAS

ATIS
128.25
FORBES TOWER ★
120.8 340.2
GND CON
121.7 275.8



NC-2, 03 JUN 2010 to 01 JUL 2010

TACAN FQE
Chan **53**

APCH CR
138°

Rwy Idg	12,802
TDZE	1065
Arpt Elev	1078

JAL-424 [USAF]

TOPEKA/FORBES FLD (KFOE)

* Inoperative table does not apply to CAT C.

SALS

(A₂)

MISSED APPROACH: Climbing right turn to 3000 via FOE TACAN R-213 to STANC/19 DME and hold.

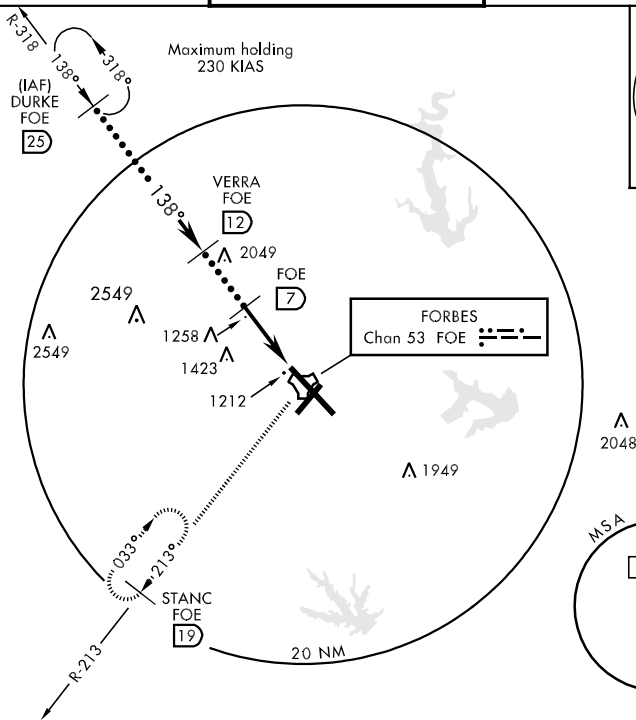
ATIS ★
128.25

KANSAS CITY CENTER
123.8 343.7

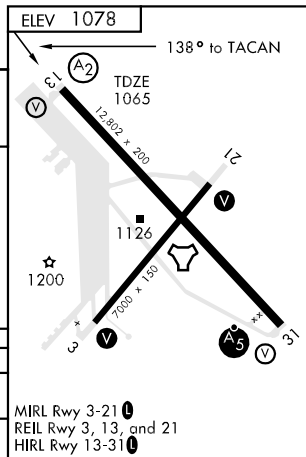
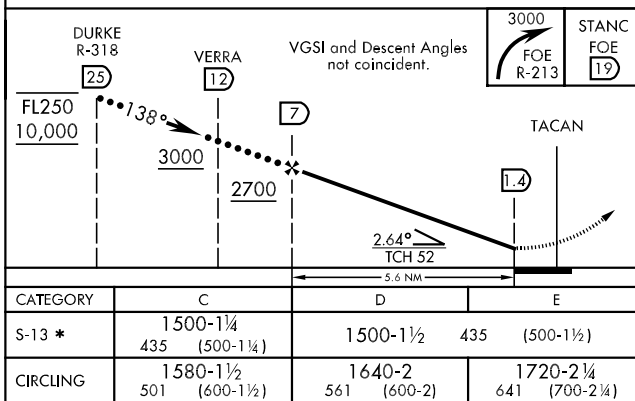
FORBES TOWER ★
120.8 0 340.2

GND CON
121.7 275.8

ASQS



EMERG SAFE ALT 100 NM 3600



TACAN FOF Chan **53** APCH CRS **304°** Rwy Idg **12,802**
TDZE **1037**
Arpt Elev **1078**

JAL-424 [USAF]

TOPEKA/FORBES FLD (KFOE)

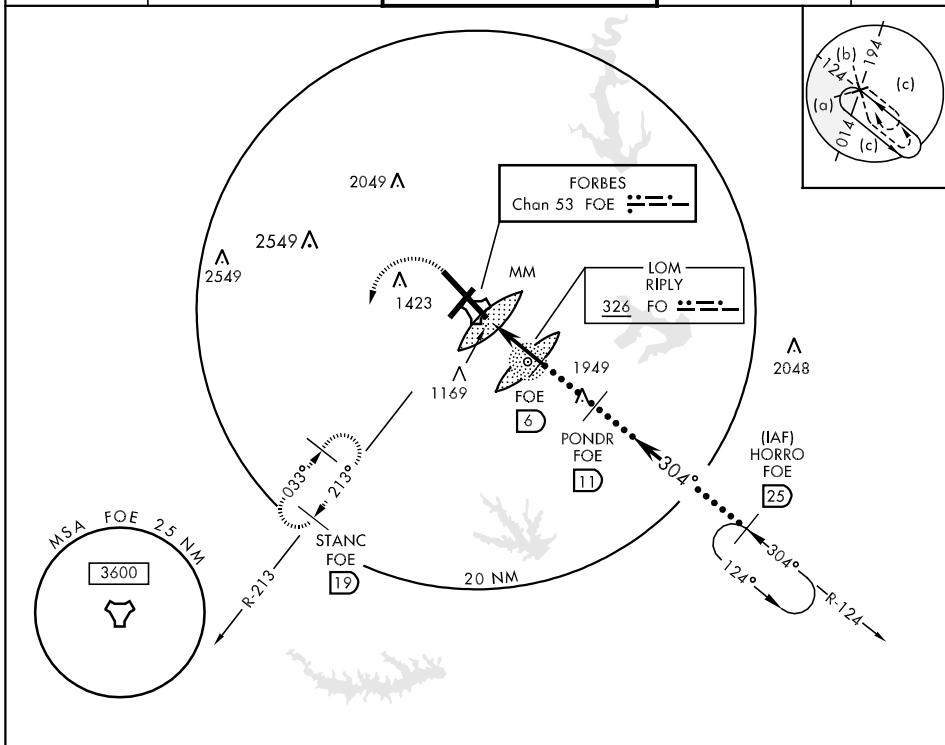
* For inop MALS, increase CAT D vis to 1¼ miles and
CAT E vis to 1½ miles.

MALS

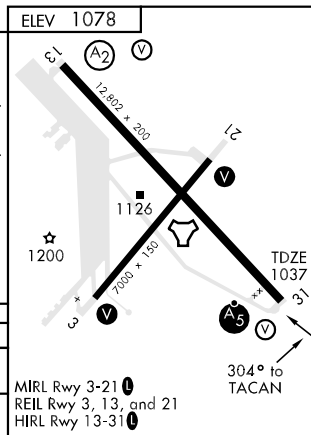
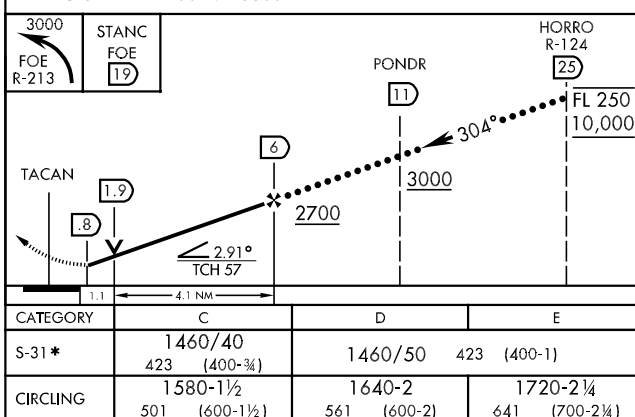


MISSED APPROACH: Climbing left turn to 3000
via heading 190° and FOF TACAN R-213 to
STANC/19° DME and hold.

ATIS ★ 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER ★ 120.8 0 340.2	GND CON 121.7 275.8	ASOS
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EMERG SAFE ALT 100 NM 3600



LOC I-FOE
110.1
Chan 38

APP CRS
312°

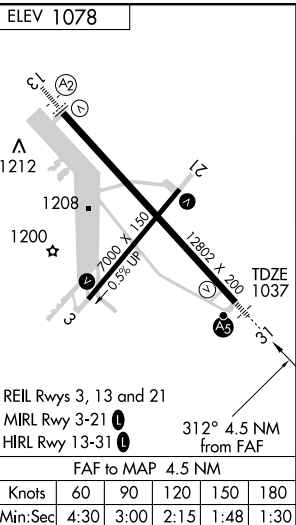
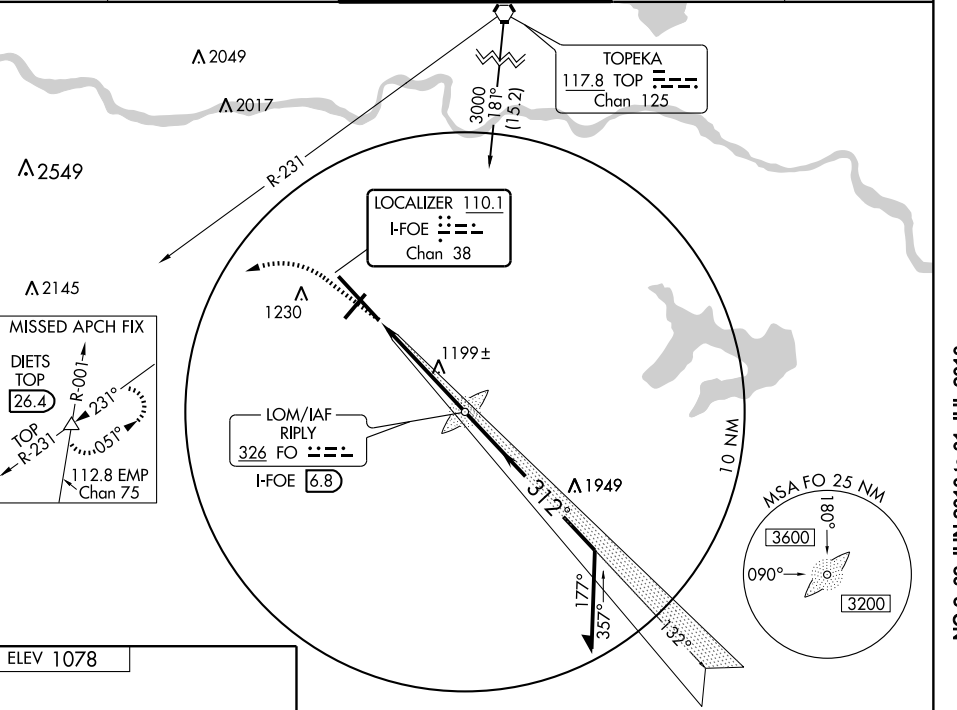
Rwy Idg 12802
TDZE 1037
Apt Elev 1078

For inoperative MALS, increase S-ILS 31 Cat E visibility to RVR 4000; and S-LOC Cat D visibility to RVR 6000, Cat E to 1½. * Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALS
AS

MISSED APPROACH: Climb to 1900 then climbing left turn to 3500 via heading 275° and TOP R-231 to DIETS INT and hold.

ATIS 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER* 120.8 (CTAF) 0 340.2	GND CON 121.7 275.8	UNICOM 122.95
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Cat E procedure turn NA, radar required.

1900

3500

DIETS TOP 26.4

HDG 275° TOP R-231

I-FOE 2.3

RIPLY LOM I-FOE 6.8

2551

132°

312°

3000

2600

GS 3.00° TCH 59

4.5 NM

Remain within 10 NM

CATEGORY	A	B	C	D	E
S-ILS 31	*1237/24 200 (200-½)				
S-LOC 31	1460/24 423 (400-½)	1460/40 423 (400-¾)	1460/50 423 (400-1)		
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)	1720-2¼ 642 (700-2¼)

NC-2. 03 JUN 2010 to 01 JUL 2010

▼

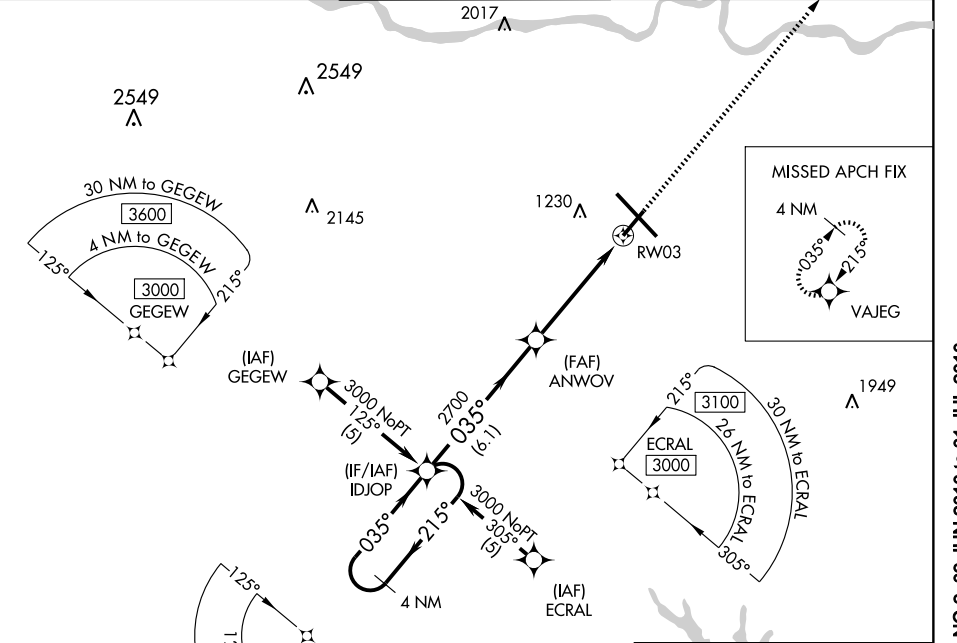
DME/DME RNP-0.3 NA. VDP NA when using Philip Billard Muni altimeter setting.

▲

When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct VAJEG and hold.

ATIS 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER★ 120.8 (CTAF) 0 340.2	GND CON 121.7 275.8	UNICOM 122.95
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4 NM Holding Pattern

3000

215°

035°

IDJOP

ANWOV

2700

3.04°

TCH 47

1.1 NM to RW03

RW03

3000

VAJEG

CATEGORY	A	B	C	D
LNAV MDA	1460-1 382 (400-1)			1460-1¼ 382 (400-1¼)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)

ELEV 1078

1212

1208

1200

7000 X 130

0.5% UP

12802 X 200

0.5% UP

035° to RW03

REIL Rwy 3, 13 and 21

MIRL Rwy 3-21 0

HIRL Rwy 13-31 0

NC-2. 03 JUN 2010 to 01 JUL 2010

WAAS

CH **66100**

W13A

APP CRS

132°

Rwy Idg

12802

TDZE

1065

Apt Elev

1078

▼

If local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Philip Billard Muni altimeter setting. Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV and LNAV Cat C.

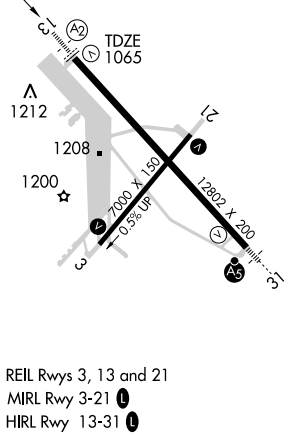
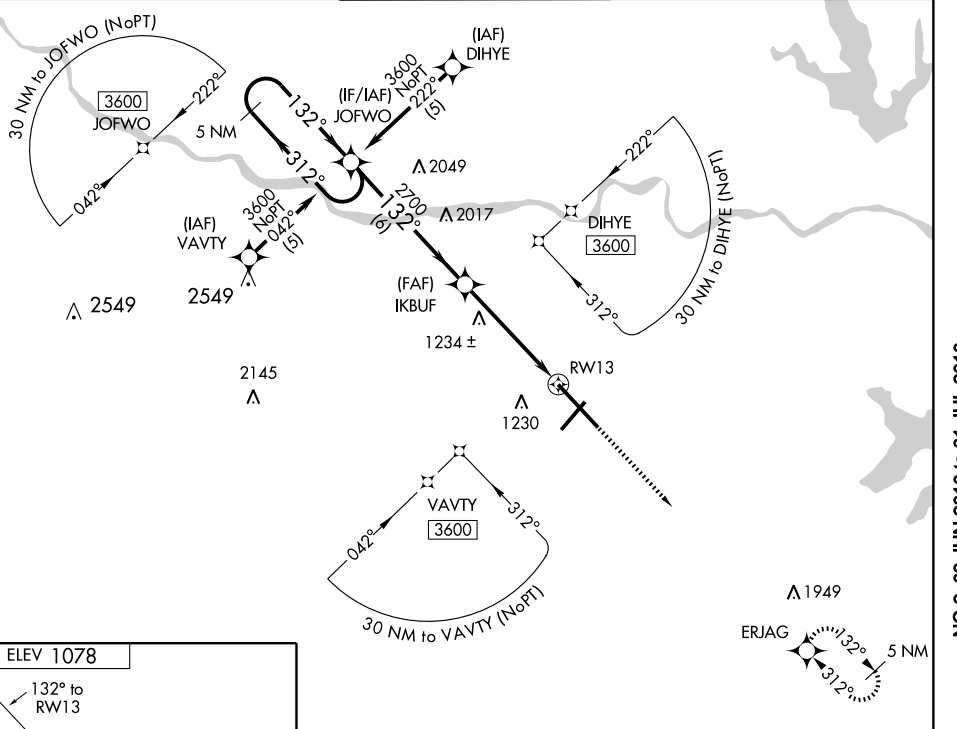
SALS

A2

MISSED APPROACH:

Climb to 3000 direct ERJAG and hold.

ATIS 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER★ 120.8 (CTAF) 0 340.2	GND CON 121.7 275.8	UNICOM 122.95
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5 NM Holding Pattern JOFWO

3600

←312°

132°→

IKBUF

2700

6 NM

3.6 NM

1.3 NM

3000

ERJAG

*1.3 NM to RWY 13

*LNAV only

GS 3.00°

TCH 52

CATEGORY	A	B	C	D
LPV DA		1315-3⁄4	250 (300-3⁄4)	
LNAV/VNAV DA		1505-1½	440 (500-1½)	
LNAV MDA	1540-3⁄4	475 (500-3⁄4)	1540-1¼ 475 (500-1¼)	1540-1½ 475 (500-1½)
CIRCLING	1540-1½ 462 (500-1½)	1580-1½	502 (600-1½)	1640-2 562 (600-2)

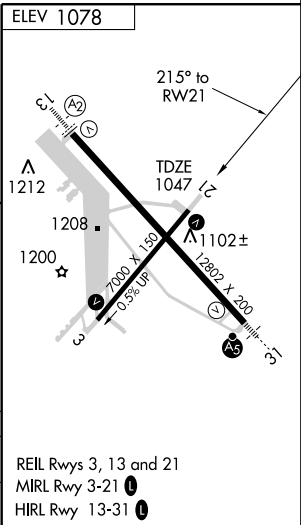
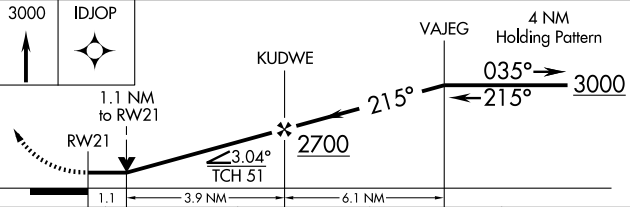
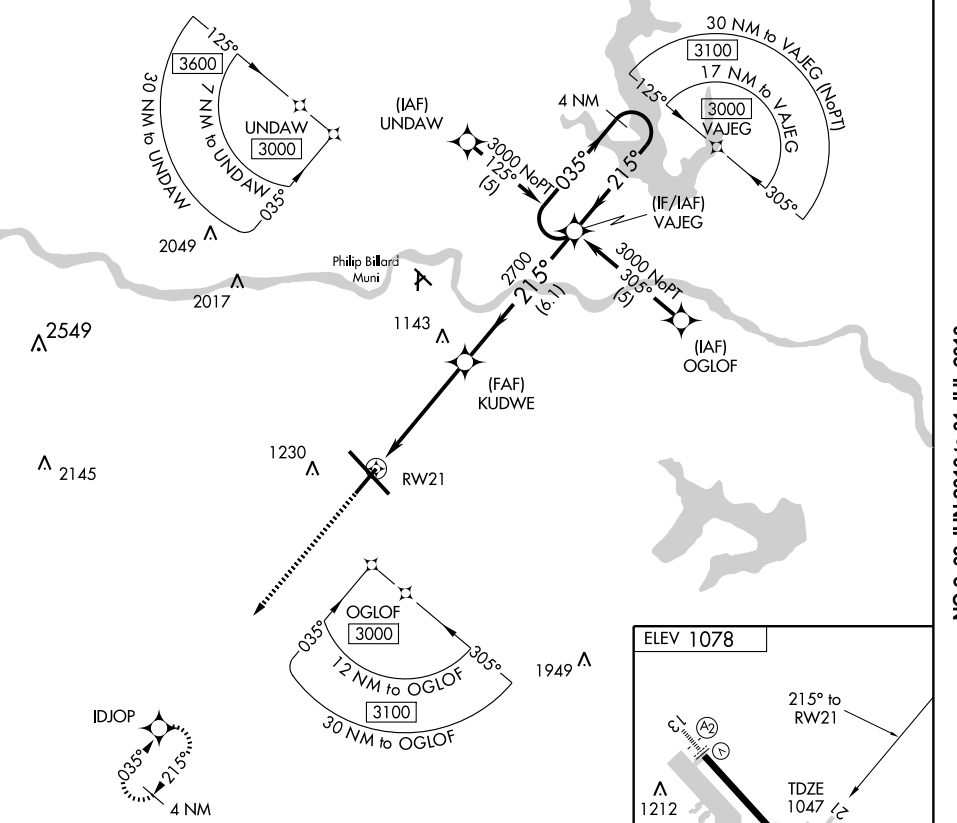
NC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	7000
215°	TDZE	1047
	Apt Elev	1078

⚠ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Philip Billard Muni altimeter setting. When local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct IDJOP and hold.

ATIS 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER* 120.8 (CTAF) 340.2	GND CON 121.7 275.8	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	1440-1	393 (400-1)	1440-1 ¼	393 (400-1 ¼)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1 ½ 502 (600-1 ½)	1640-2 562 (600-2)

REIL Rwy 3, 13 and 21
MIRL Rwy 3-21 1
HIRL Rwy 13-31 1

▼

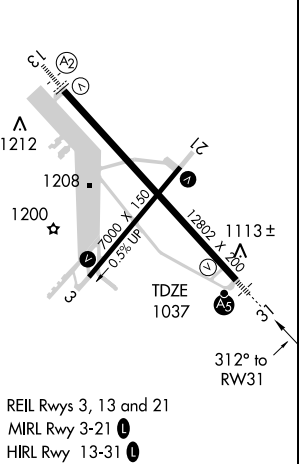
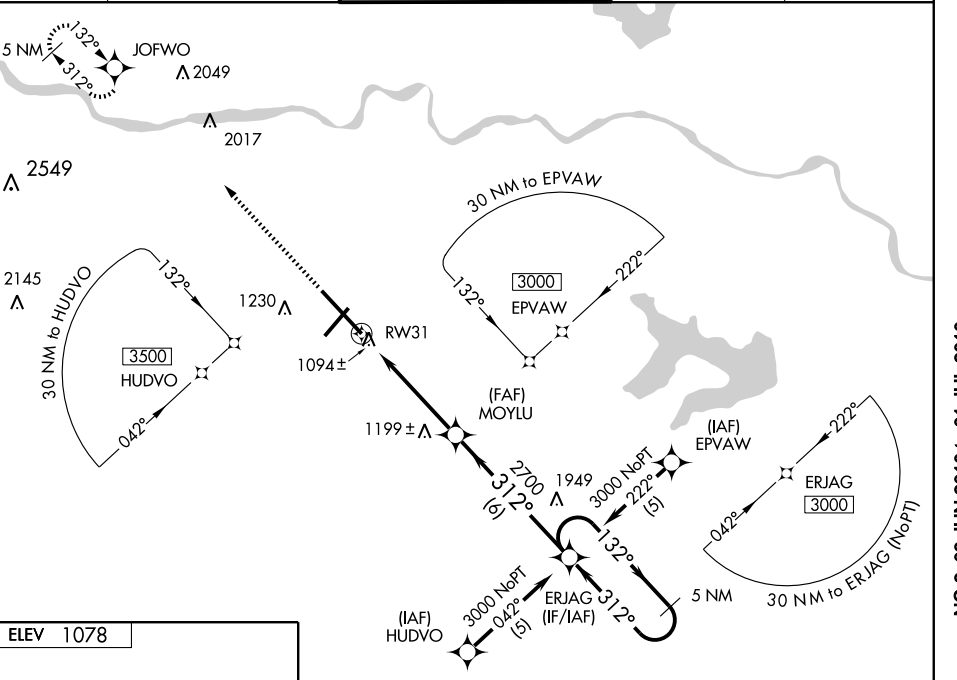
▲

For inoperative MALS, increase LPV all Cats visibility to RVR 4000, and LNAV/VNAV Cat D to RVR 5000. Baro-VNAV NA when using Philip Billard Muni altimeter setting. If local altimeter setting not received, use Philip Billard Muni altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. VDP NA when using Philip Billard Muni altimeter setting.

MALS

MISSED APPROACH:
Climb to 3600 direct JOFWO and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER*	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) 0 340.2	121.7 275.8	122.95



3600

JOFWO

*LNAV only

1.3

3.7 NM

6 NM

ERJAG

5 NM Holding Pattern

132°

312°

3000

GS 3.00°

TCH 58

CATEGORY	A	B	C	D
LPV DA	1298/24 261 (300-½)			
LNAV/VNAV DA	1357/24 320 (300-½)			1357/40 320 (300-¾)
LNAV MDA	1500/24 463 (500-½)	1500/40 463 (500-¾)	1500/50 463 (500-1)	1500/50 463 (500-1)
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-1½)	1640-2 562 (600-2)

NC-2: 03 JUN 2010 to 01 JUL 2010

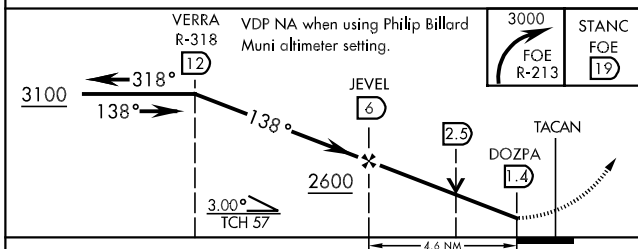
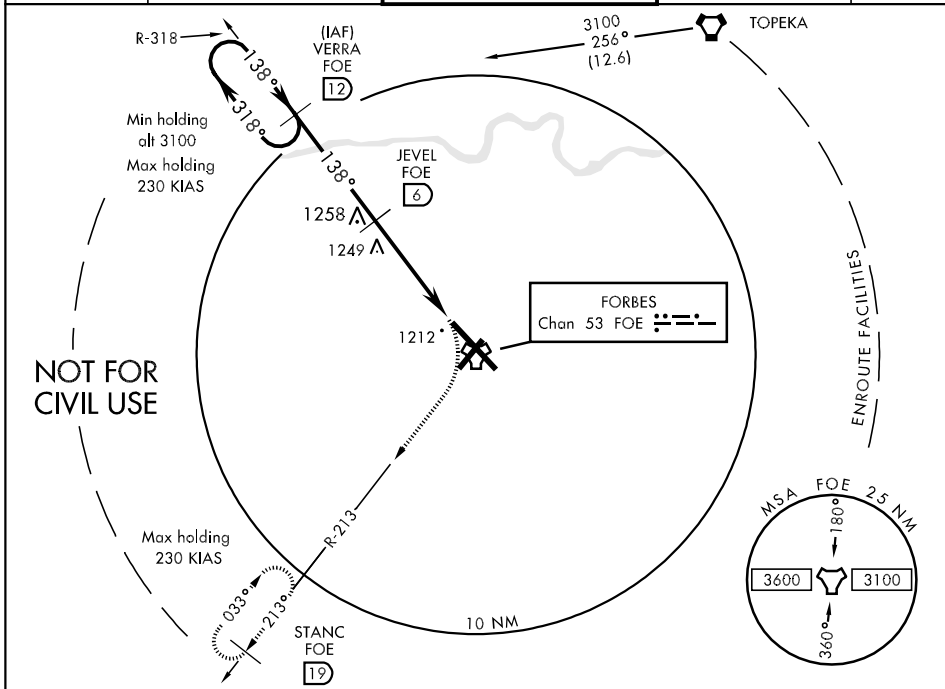
TACAN FOE Chan 53	APCH CRS 138°	Rwy Idg 12,802 TDZE 1065 Arpt Elev 1078
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AL-424 [USAF]

TOPEKA/FORBES FLD (KFOE)

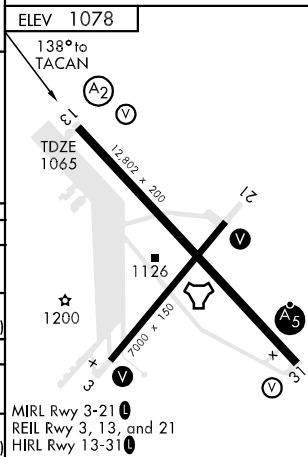
▼ * When ALS inop, increase vis CAT ABCDE ¼ mile. When local altimeter not received use Philip Billard Muni altimeter setting.	SALSF A2	MISSED APPROACH: Climbing right turn to 3000 via FOE TACAN R-213 to STANC (19 DME) and hold.
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ATIS ★ 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER ★ 120.8 0 340.2	GND CON 121.7 275.8	ASOS
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CATEGORY	A	B	C	D	E
S-13 *	1500-¾ 435 (500-¾)		1500-1 435 (500-1)	1500-1¼ 435 (500-1¼)	
CIRCLING	1520-1 442 (500-1)	1580-1 502 (600-1)	1580-1½ 502 (600-½)	1640-2 562 (600-2)	1720-2¼ 642 (700-2¼)
PHILIP BILLARD MUNI ALTIMETER SETTING MINIMUMS					
S-13 *	1560-¾ 495 (500-¾)		1560-1 495 (500-1)	1560-1¼ 495 (500-1¼)	1560-1½ 495 (500-1½)
CIRCLING	1580-1 502 (600-1)	1640-1 562 (600-1)	1640-1½ 562 (600-½)	1700-2 622 (700-2)	1780-2½ 702 (800-2½)

EMERG SAFE ALT 100 NM 3600



TACAN FOE Chan 53	APCH CRS 304°	Rwy Idg 12,802 TDZE 1037 Arpt Elev 1078
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AL-424 [USAF]

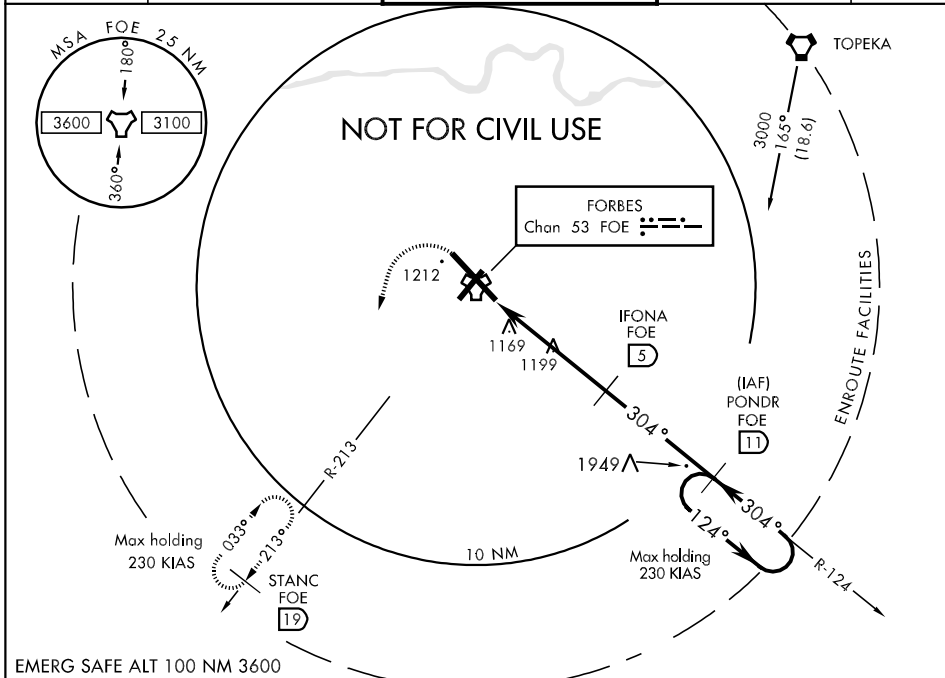
TOPEKA/FORBES FLD (KFOE)

T * When ALS inop, increase vis CAT ABCDE ½ mile.
When local altimeter not received use Philip Billard
Munj altimeter setting.

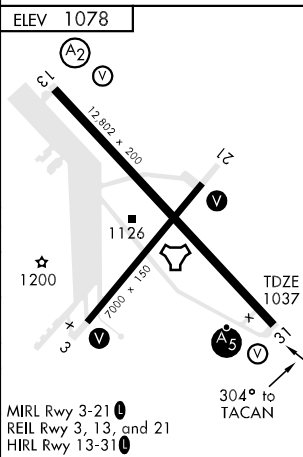
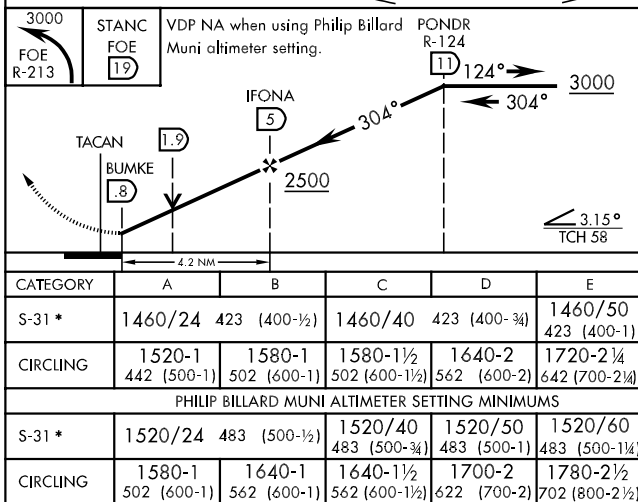


MISSED APPROACH: Climbing left turn to 3000 via heading 190° and FOF TACAN R-213 to STANC (19 DME) and hold

ATIS ★ 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER ★ 120.8 0 340.2	GND CON 121.7 275.8	ASOS
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EMERG SAFE ALT 100 NM 3600

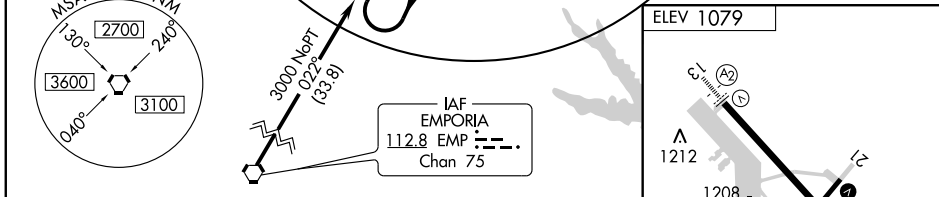
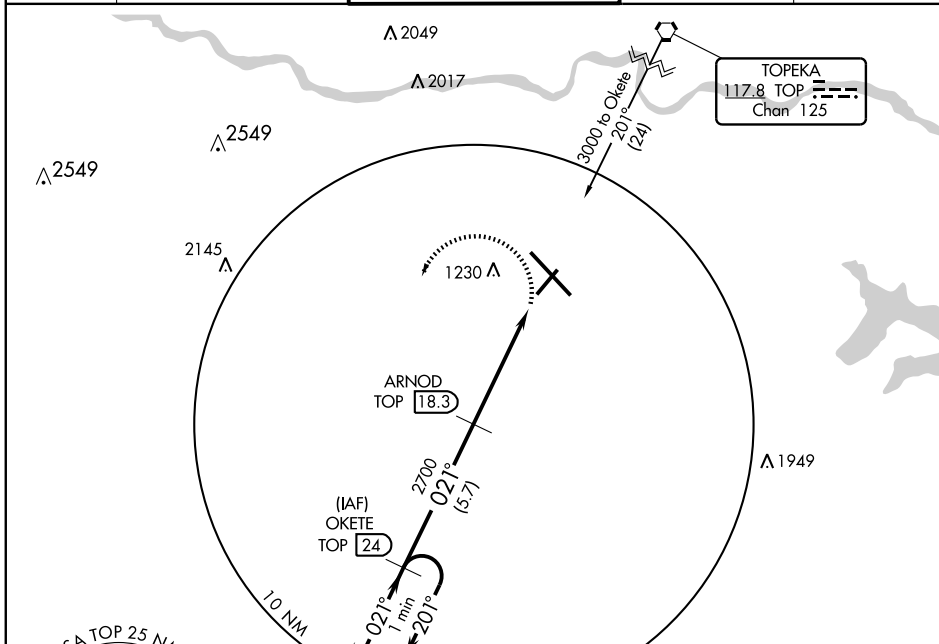


VORTAC TOP 117.8 Chan 125	APP CRS 021°	Rwy Idg TDZE Apt Elev	7000 1077 1079
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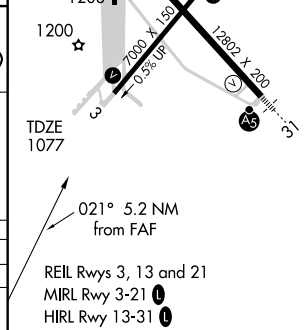
VOR/DME or TACAN RWY 3

TOPEKA/ FORBES FIELD (FOE)

		MISSED APPROACH: Climbing left turn to 3000 via TOP R-201 to OKETE/24 DME and hold.		
ATIS 128.25	KANSAS CITY CENTER 123.8 343.7	FORBES TOWER* 120.8 (CTAF) 0 340.2	GND CON 121.7 275.8	UNICOM 122.95



One Minute Holding Pattern				
CATEGORY	A	B	C	D
S-3	1500-1	423 (500-1)	1500-1¼	423 (500-1¼)
CIRCLING	1520-1 441 (500-1)	1580-1 501 (600-1)	1580-1½ 501 (600-1½)	1640-2 561 (600-2)

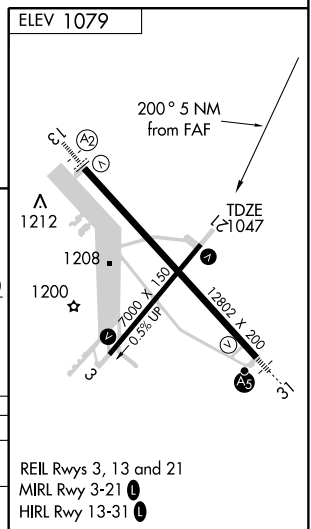
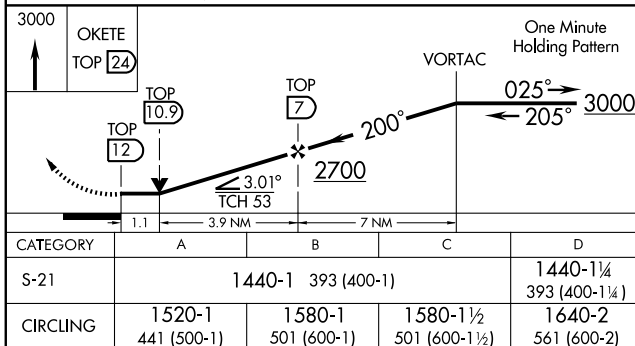
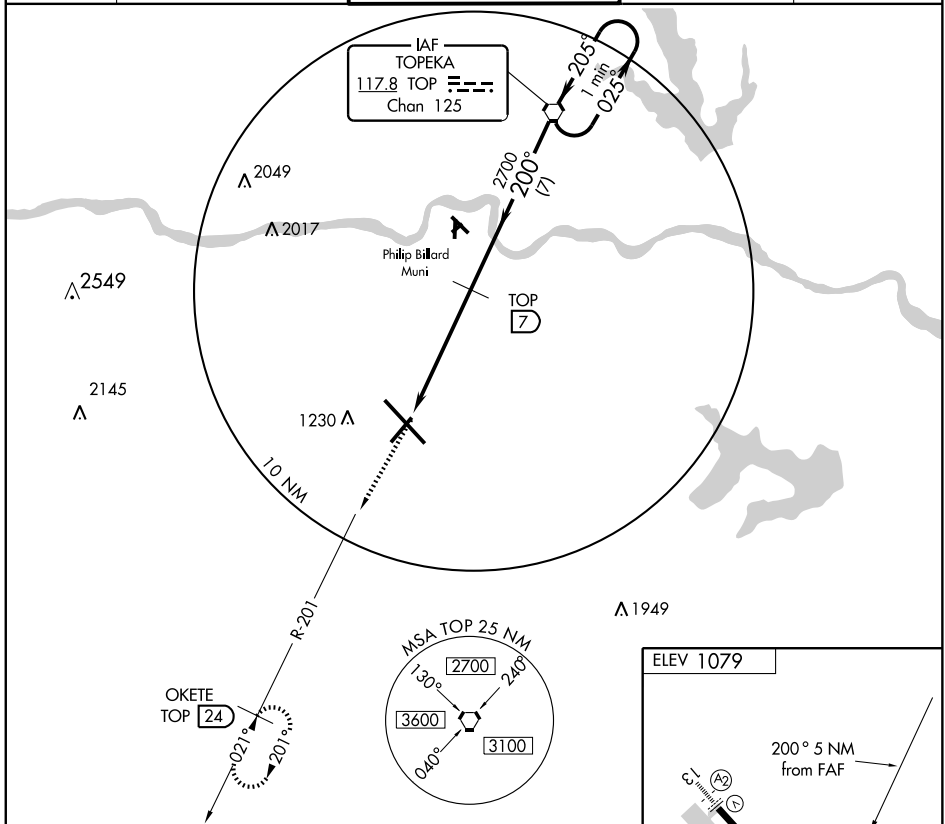


VORTAC TOP <u>117.8</u> Chan 125	APP CRS 200°	Rwy Idg 7000 TDZE 1047 Apt Elev 1079
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VOR/DME or TACAN RWY 21
TOPEKA/ FORBES FIELD (FOE)

MISSED APPROACH: Climb to 3000 direct OKETE/24 DME and hold.

ATIS	KANSAS CITY CENTER	FORBES TOWER*	GND CON	UNICOM
128.25	123.8 343.7	120.8 (CTAF) 0 340.2	121.7 275.8	122.95



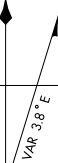
AIRPORT DIAGRAM

AL-620 (FAA)

TOPEKA/ PHILIP BILLARD MUNI (TOP)
TOPEKA, KANSAS

ASOS
121.275
TOPEKA TOWER★
118.7 257.8
GND CON
121.9
CLNC DEL
121.9

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1 WEST



39°04.5'N

NWS



ELEV
879

130.5°

81

ELEV
879

FIELD
ELEV
881

177.8°

4331 X 75

HANGARS



951

STONE
HANGAR

TERMINAL

HOT

D

3002 X 100

22

ELEV
879

225.3°

5099 X 100

39°04'N

HANGAR

ELEV
878

045.3°

■ CONTROL
TOWER
963

357.8°

ELEV
880

36

ELEV
875

310.5°

RWY 4-22
S29
RWY 13-31
S50, D72, ST140, DT110
RWY 18-36
S60, D80, ST101, DT96

CAUTION: DO NOT CONFUSE TOPEKA BILLARD
AIRPORT WITH TOPEKA FORBES AIRPORT
LOCATED 7 MILES SOUTH.

39°03.5'N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

95°37.5'W

95°37'W

NC-2, 03 JUN 2010 to 01 JUL 2010

LOC I-TOP 110.7	APP CRS 129°	Rwy Idg 5099 TDZE 881 Apt Elev 881
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ILS or LOC RWY 13

TOPEKA/PHILIP BILLARD MUNI (TOP)

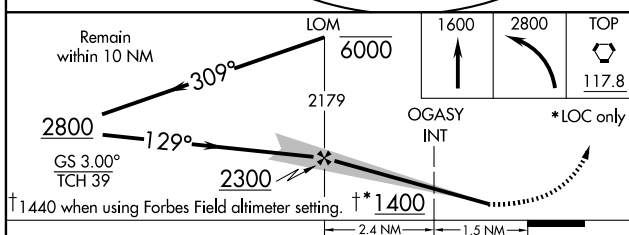
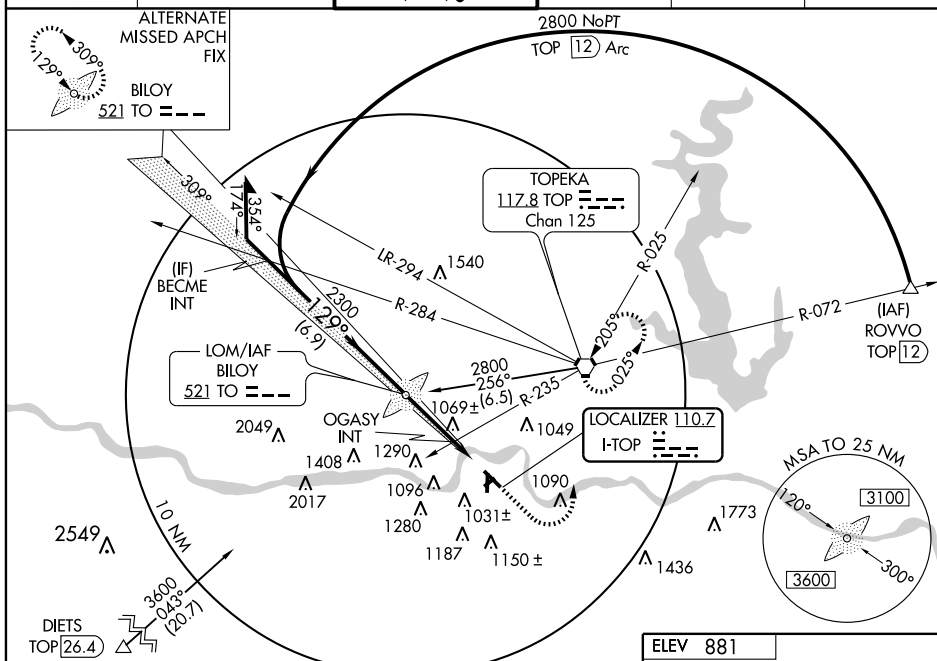
▼ For inoperative MALSR when using Forbes Field altimeter setting, increase S-ILS 13 visibility to 1 mile. When local altimeter setting not received, use Forbes Field altimeter setting and increase all DA 45 feet and all MDA 60 feet, increase Circling Cat C and OGASY Fix minimums S-LOC 13 and Circling Cat C visibility ¼ mile.

MALSR

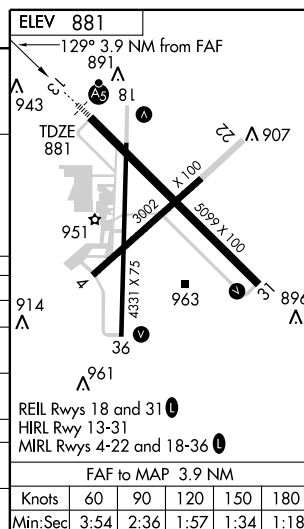


MISSED APPROACH: Climb to 1600 then climbing left turn to 2800 direct TOP VORTAC and hold.

ASOS 121.275	KANSAS CITY CENTER 123.8 343.7	TOPEKA TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 13	1081-½ 200 (200-½)			NA
S-LOC 13	1400-½ 519 (600-½)		1400-1 519 (600-1)	NA
CIRCLING	1400-1 519 (600-1)		1460-1½ 579 (600-1½)	NA
OGASY FIX MINIMUMS				
S-LOC 13	1340-½ 459 (500-½)		1340-¾ 459 (500-¾)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA



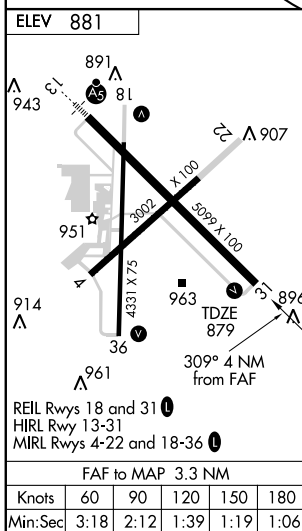
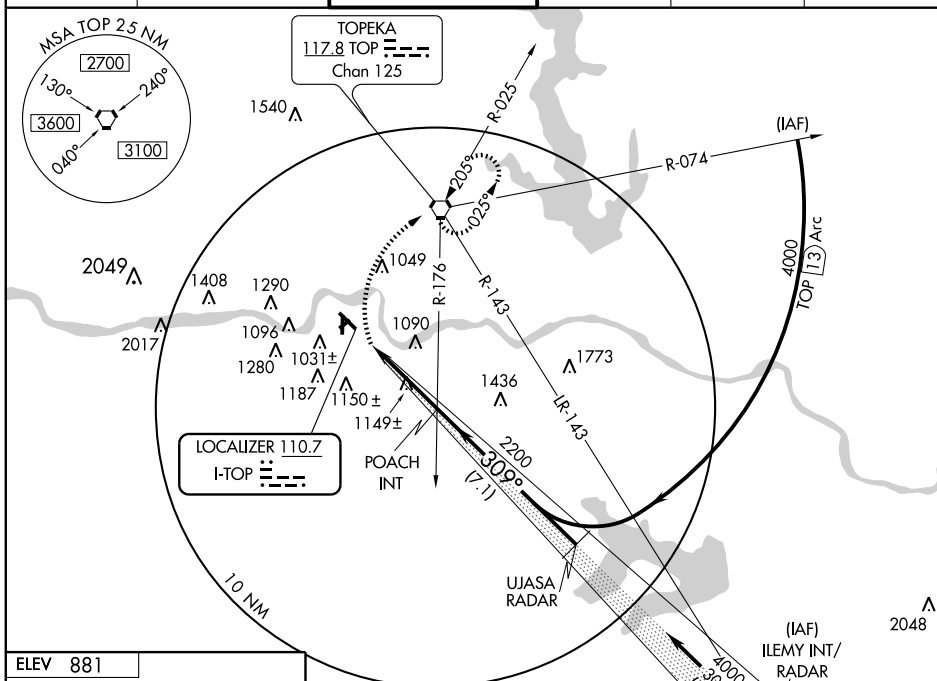
LOC I-TOP 110.7	APP CRS 309°	Rwy Idg TDZE Apt Elev	5099 879 881
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LOC BC RWY 31

TOPEKA/PHILIP BILLARD MUNI (TOP)

<p>Disregard Glide Slope indications.</p>	<p>MISSED APPROACH: Climbing right turn to 2800 direct TOP VORTAC and hold.</p>
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ASOS 121.275	KANSAS CITY CENTER 123.8 343.7	TOPEKA TOWER ★ 118.7 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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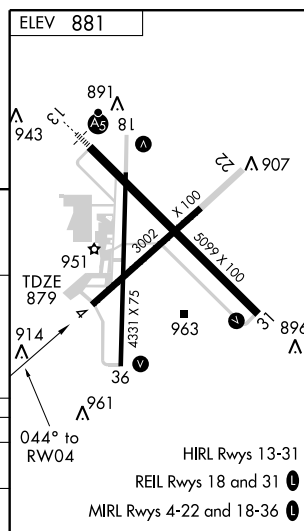
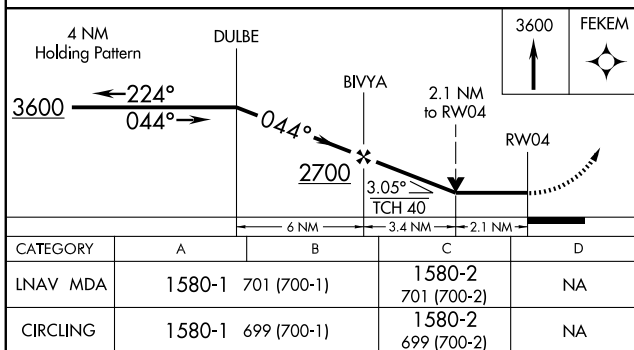
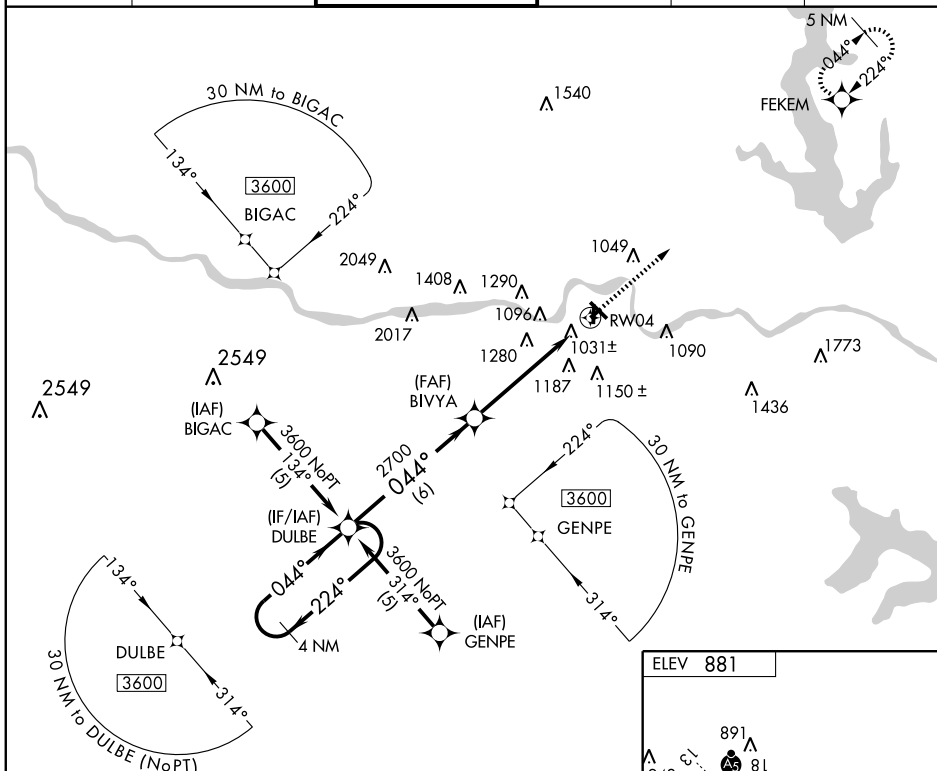
BACK COURSE RADAR REQUIRED

	2800	TOP 117.8	POACH INT	UJASA/ RADAR
			2200	4000
			309°	
	0.7	3.3 NM	7.1 NM	
CATEGORY	A	B	C	D
S-31	1400-1	521 (600-1)	1400-1½ 521 (600-1½)	NA
CIRCLING	1400-1 519 (600-1)	1420-1 539 (600-1)	1460-1½ 579 (600-1½)	NA

APP CRS
044°Rwy ldg **3002**
TDZE **879**
Apt Elev **881****RNAV (GPS) RWY 4**
TOPEKA/PHILIP BILLARD MUNI (TOP)

▼ RNP or GPS-0.3 required. DME/DME RNP-0.3 NA.
▲ NA Straight-in minimums and circling NA at night to Rwy 4.

MISSED APPROACH: Climb to 3600 direct FEKEM WP and hold.

ASOS
121.275KANSAS CITY CENTER
123.8 343.7TOPEKA TOWER ★
118.7 (CTAF) 0 257.8GND CON
121.9CLNC DEL
121.9UNICOM
122.95

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

BARO-VNAV NA below -16°C (3°F).

MALSR

MISSED APPROACH: Climb to 3600 direct YAVUP WP and hold.

ASOS
121.275

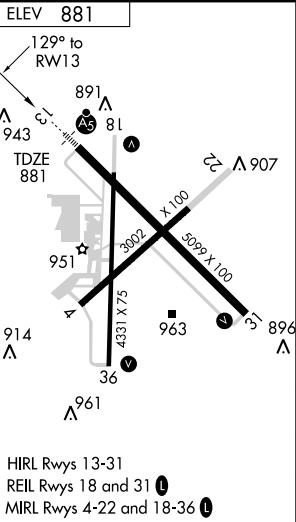
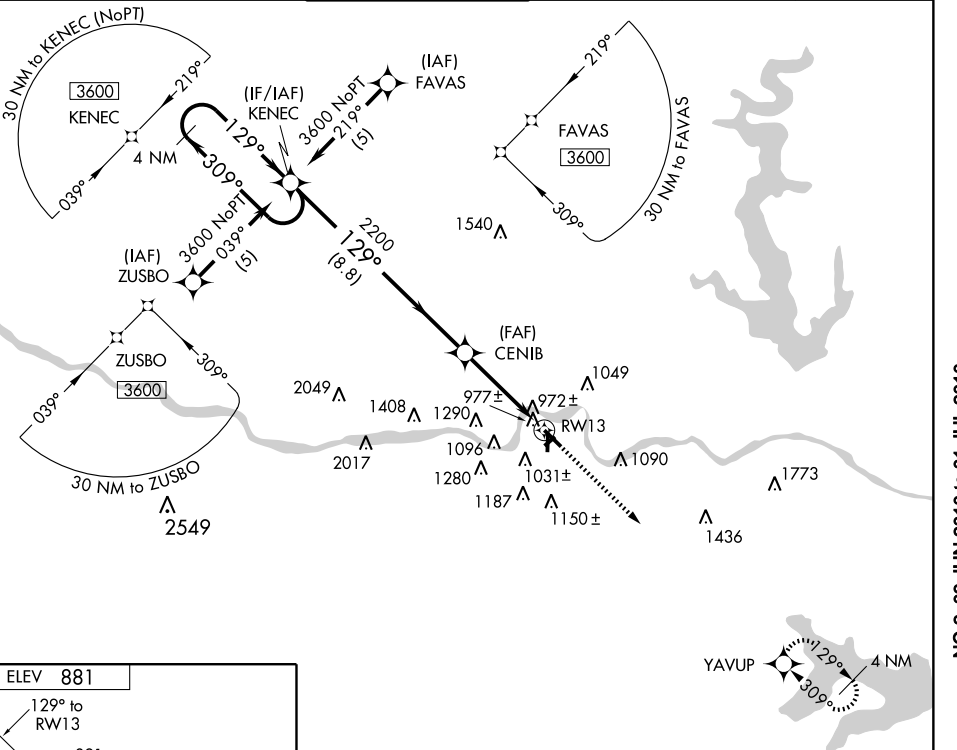
KANSAS CITY CENTER
123.8 343.7

TOPEKA TOWER ★
118.7 (CTAF) 257.8

GND CON
121.9

CLNC DEL
121.9

UNICOM
122.95



4 NM Holding Pattern		KENEC		CENIB		RWY 13	
3600		309°		129°		2200	
GS 3.00°		TCH 39		8.8 NM		3 NM	
CATEGORY		A		B		C	
GLS PA DA		NA		NA		NA	
LNAV/VNAV DA		1360-1¼ 479 (500-1¼)		NA		NA	
LNAV MDA		1240-½ 359 (400-½)		NA		NA	
CIRCLING		1360-1¼ 479 (500-1¼)		1460-1¼ 579 (600-1¼)		NA	

NC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4331
177°	TDZE	880
	Apt Elev	881

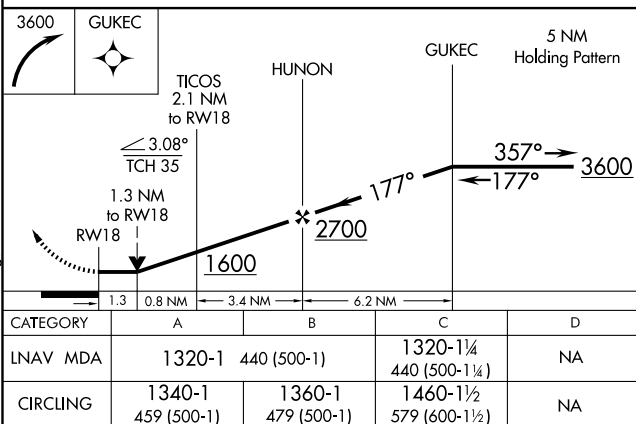
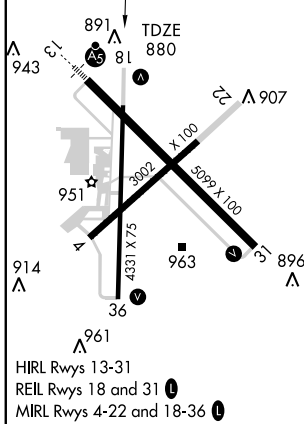
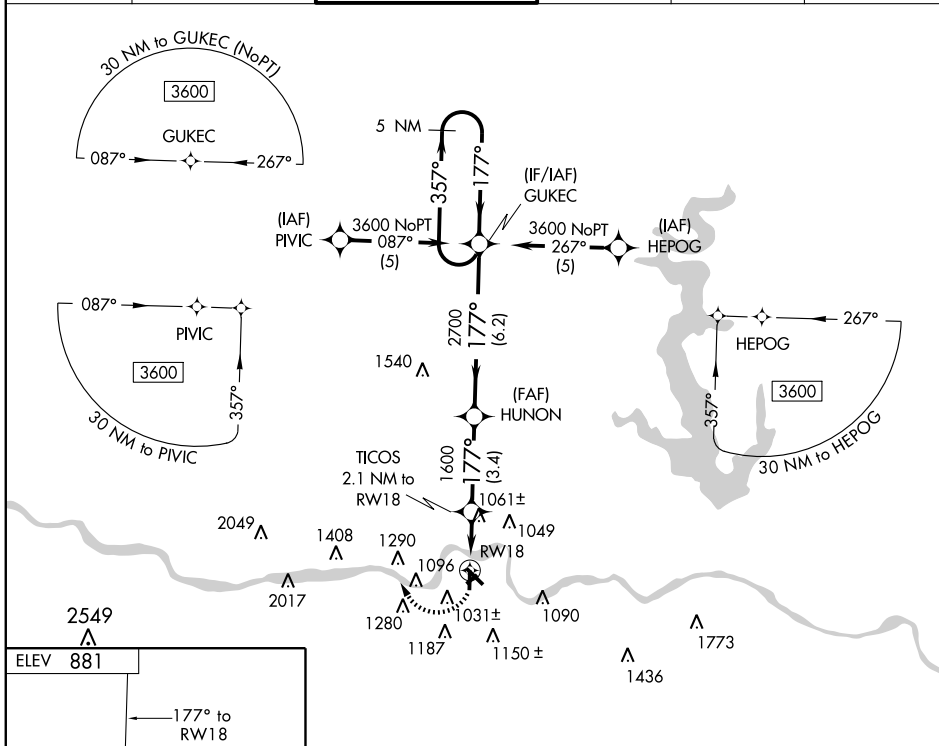
RNAV (GPS) RWY 18
TOPEKA/ PHILIP BILLARD MUNI (TOP)

▼ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Forbes Field altimeter setting and increase all MDAs 60 feet.

▲ VDP NA when using Forbes Field altimeter setting. Circling NA at night to Rwy 4.

MISSED APPROACH: Climbing right turn to 3600 direct GUKEC and hold.

ASOS 121.275	KANSAS CITY CENTER 123.8 343.7	TOPEKA TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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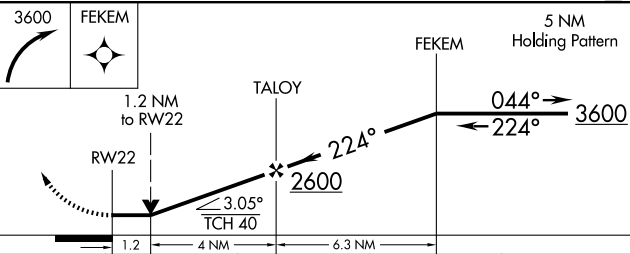
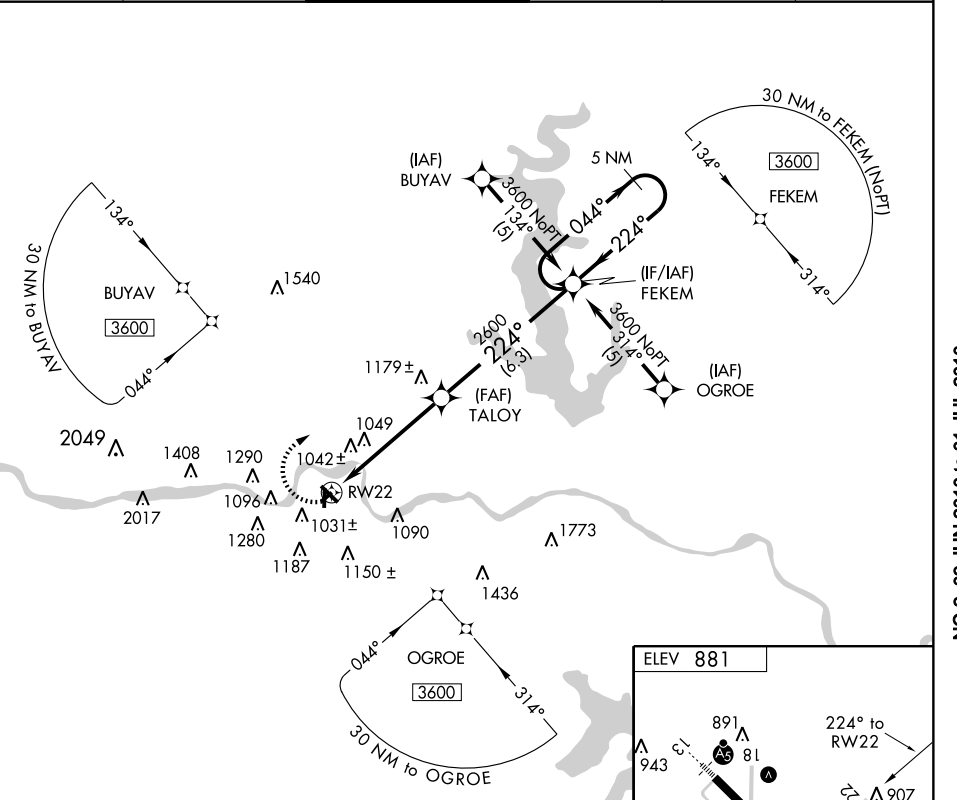
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Forbes Field altimeter setting and increase all MDAs 60 feet.

▲

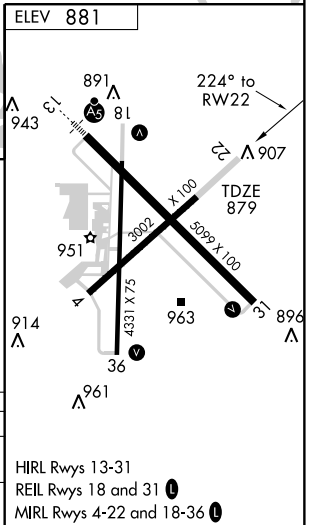
VDP NA when using Forbes Field altimeter setting. Circling NA at night to Rwy 4.

MISSED APPROACH: Climbing right turn to 3600 direct FEKEM and hold.

ASOS 121.275	KANSAS CITY CENTER 123.8 343.7	TOPEKA TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LNNAV MDA	1300-1 421 (500-1)		1300-1½ 421 (500-1½)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA

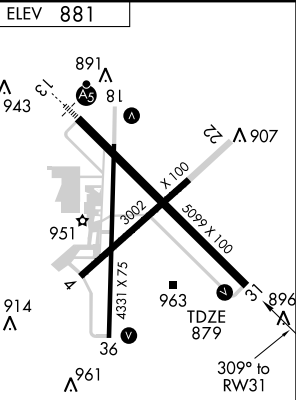
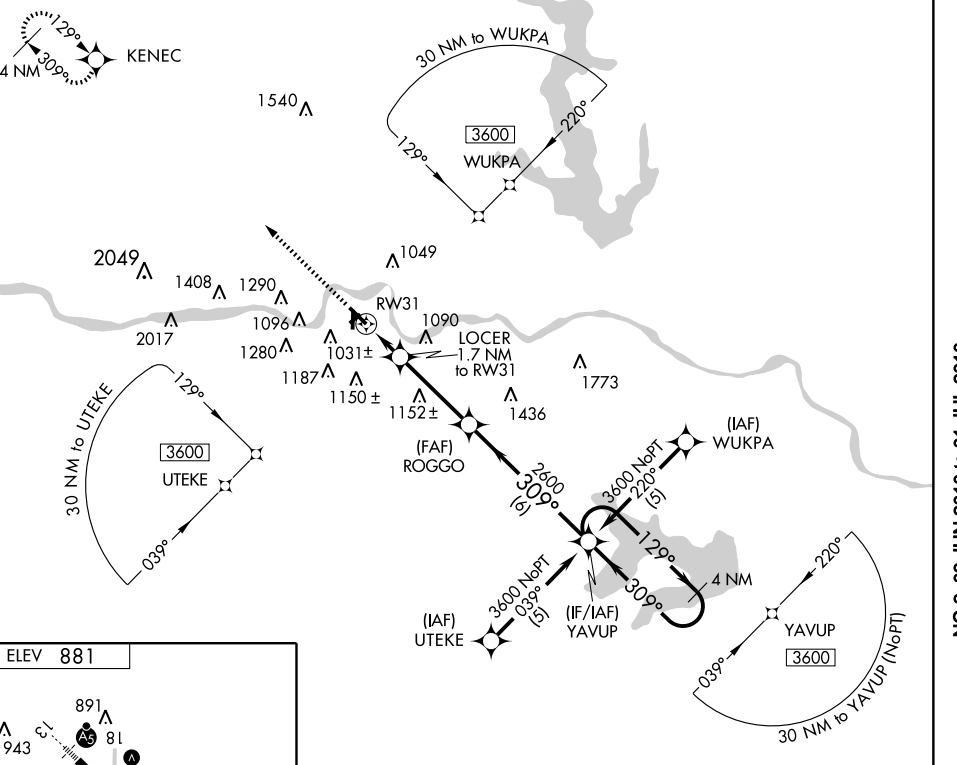


HIRL Rwy 13-31
REIL Rwy 18 and 31
MIRL Rwy 4-22 and 18-36

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct KENEC WP and hold.

ASOS 121.275	KANSAS CITY CENTER 123.8 343.7	TOPEKA TOWER ★ 118.7 (CTAF) 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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REIL Rwy 18 and 31

HIRL Rwy 13-31

MIRL Rwy 4-22 and 18-36

<div>3600</div> <div>KENEC</div> <div>4 NM Holding Pattern</div>				
<div>LOCER 1.7 NM to RW31</div> <div>ROGGO</div> <div>YAVUP</div> <div>129° → 3600</div> <div>← 309°</div> <div>309°</div> <div>3.05° TCH 55°</div> <div>1480</div> <div>2600</div> <div>1.7 NM</div> <div>3.5 NM</div> <div>6 NM</div>				
CATEGORY	A	B	C	D
LNAV MDA	1260-1 381 (400-1)			NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1½ 579 (600-1½)	NA

NC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS
357°

Rwy Idg
TDZE
Apt Elev

4331
880
881

RNAV (GPS) RWY 36
TOPEKA/PHILIP BILLARD MUNI (TOP)

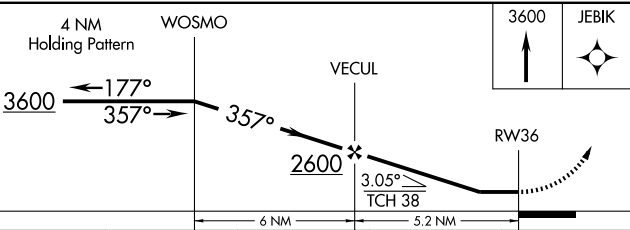
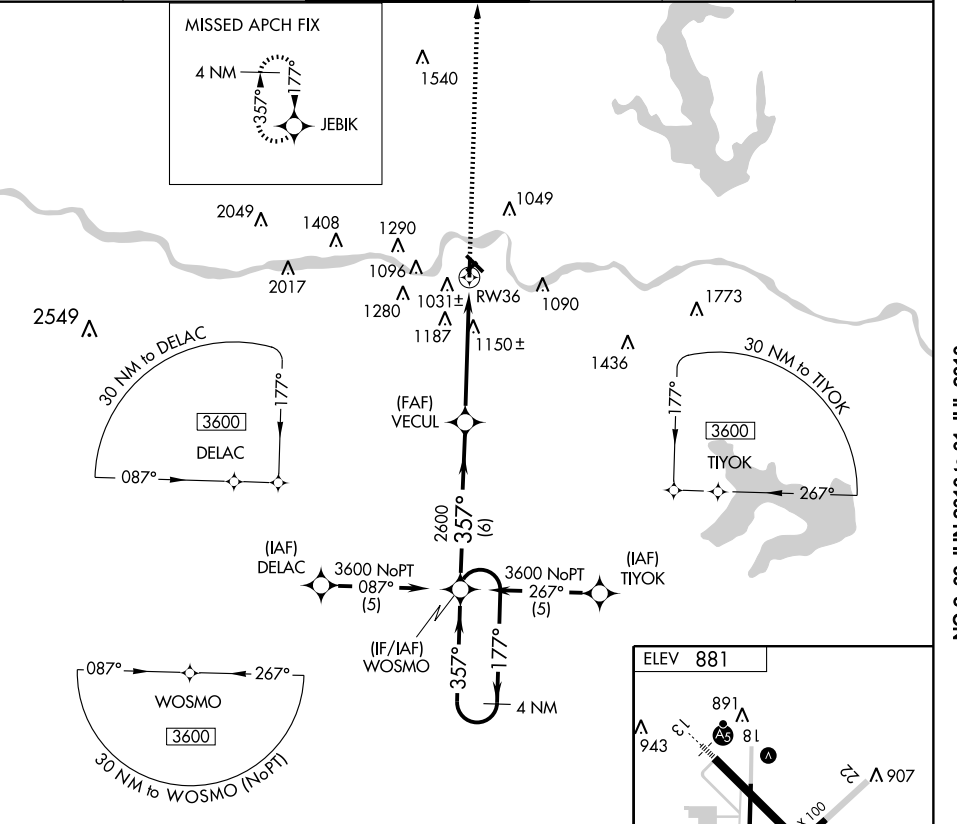
▼

▲ NA

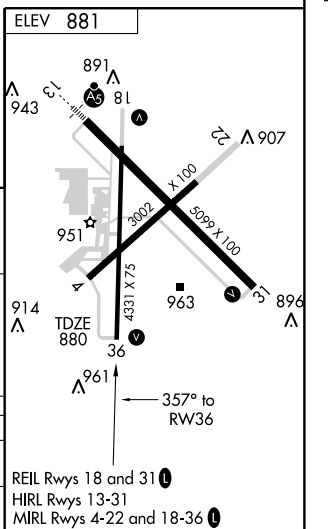
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Straight-in minimums NA at night. Circling NA at night to Rwy 4.

MISSED APPROACH: Climb to 3600 direct JEBIK WP and hold.

ASOS 121.275	KANSAS CITY CENTER 123.8 343.7	TOPEKA TOWER ★ 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	1400-1	520 (600-1)	1400-1½ 520 (600-1½)	NA
CIRCLING	1400-1	519 (600-1)	1460-1½ 579 (600-1½)	NA



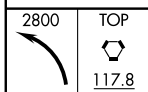
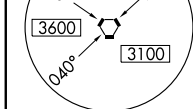
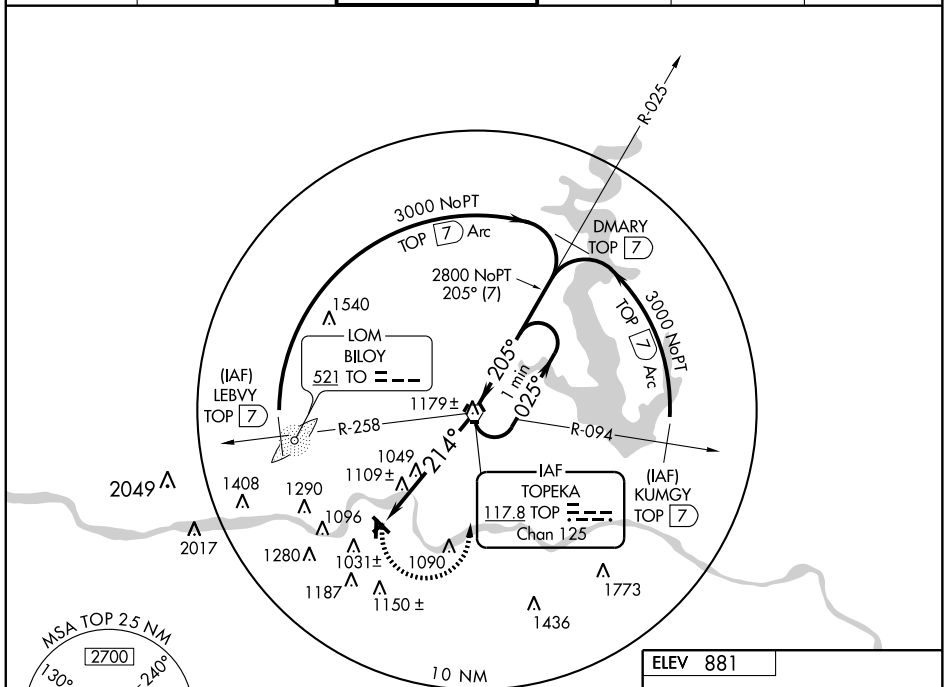
NC-2. 03 JUN 2010 to 01 JUL 2010

VORTAC TOP <u>117.8</u> Chan 125	APP CRS 214°	Rwy Idg 3002 TDZE 879 Apt Elev 881
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VOR RWY 22
TOPEKA/PHILIP BILLARD MUNI (TOP)

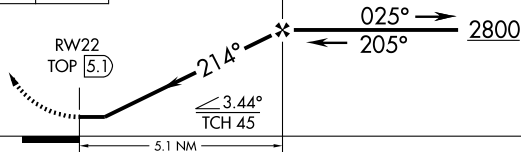
MISSED APPROACH: Climbing left turn to 2800 direct TOP VORTAC and hold.

ASOS 121.275	KANSAS CITY CENTER 123.8 343.7	TOPEKA TOWER * 118.7 (CTAF) 0 257.8	GND CON 121.9	CLNC DEL 121.9	UNICOM 122.95
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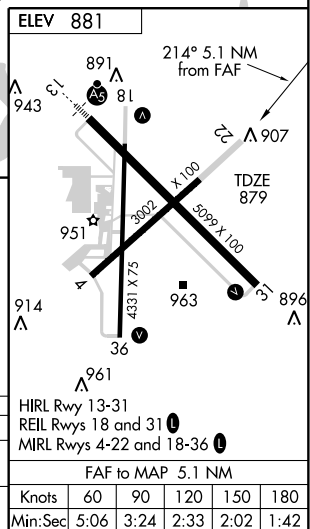


VORTAC

One Minute Holding Pattern



CATEGORY	A	B	C	D
S-22	1320-1	441 (500-1)	1320-1 $\frac{1}{4}$ 441 (500-1 $\frac{1}{4}$)	NA
CIRCLING	1340-1 459 (500-1)	1360-1 479 (500-1)	1460-1 $\frac{1}{2}$ 579 (600-1 $\frac{1}{2}$)	NA



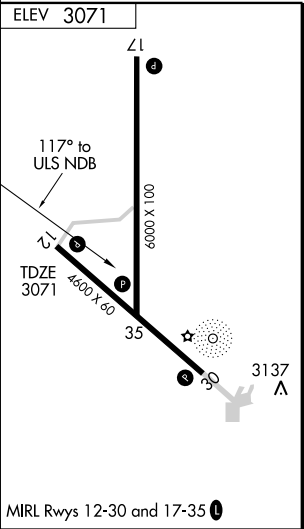
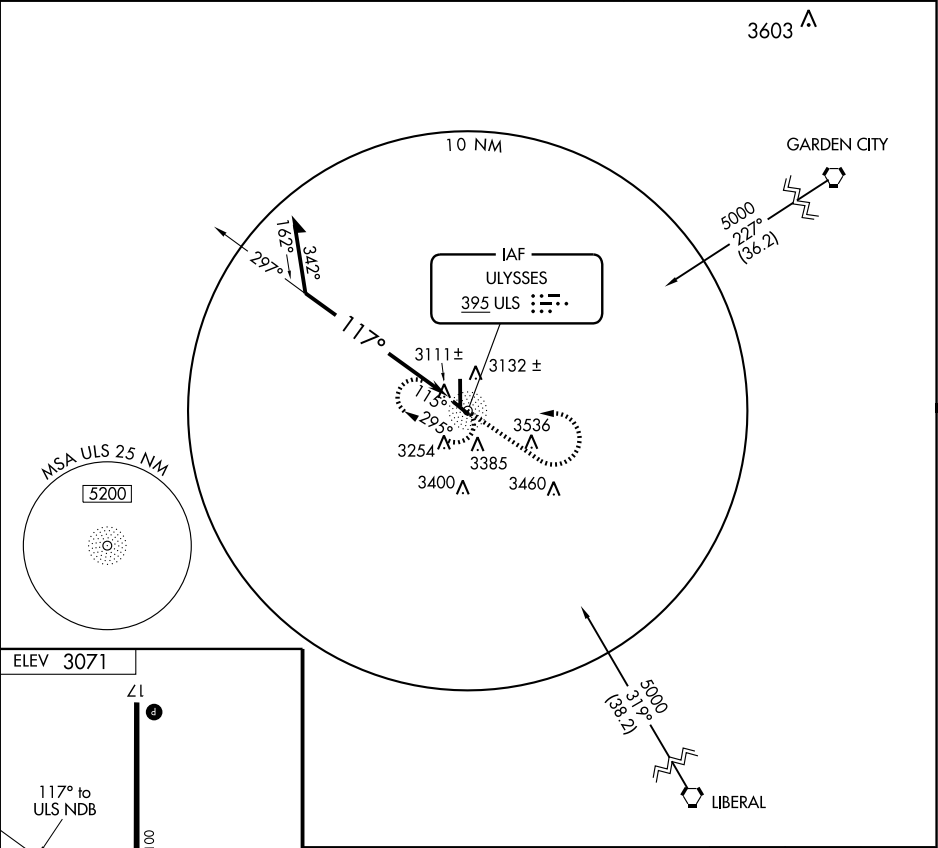
NDB ULS 395	APP CRS 117°	Rwy Idg TDZE Apt Elev	4600 3071 3071
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NDB RWY 12

ULYSSES (ULS)

<div>▼</div> <div>▲ NA</div>	MISSED APPROACH: Climb to 4100, then climbing left turn to 5000 direct ULS NDB and hold.
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AWOS-3 118.95	GARDEN CITY RADIO 122.3	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM		4100 ↑	5000 ↘	ULS
CATEGORY	A	B	C	D
S-12	3660-1	589 (600-1)	3660-1½ 589 (600-1½)	NA
CIRCLING	3740-1	669 (700-1)	3740-1¾ 669 (700-1¾)	NA

MRL Rwy 12-30 and 17-35 **0**

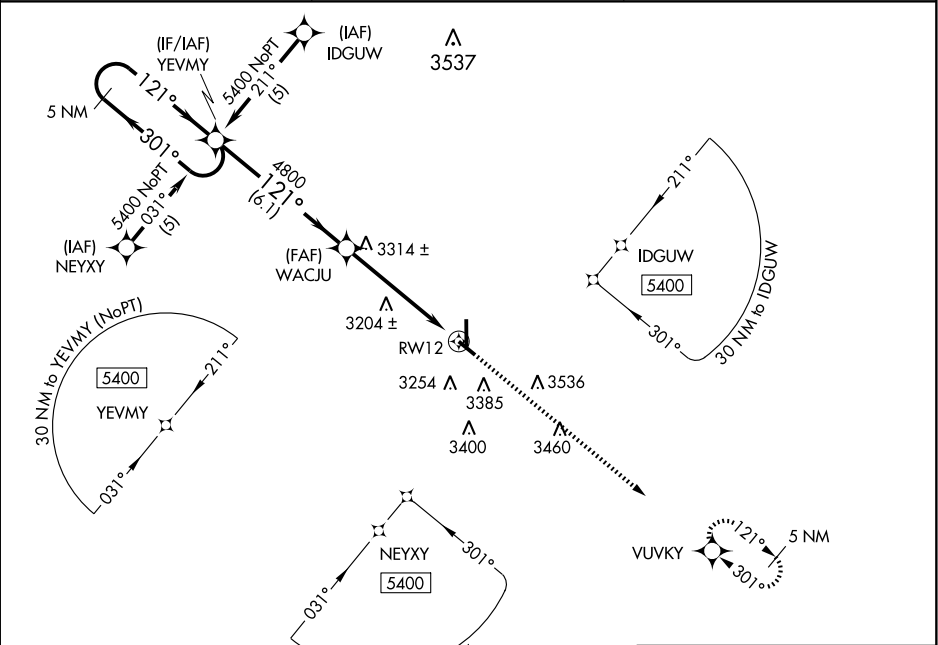
APP CRS	Rwy Idg
121°	TDZE
	Apt Elev
	4600
	3071
	3071

RNAV (GPS) RWY 12

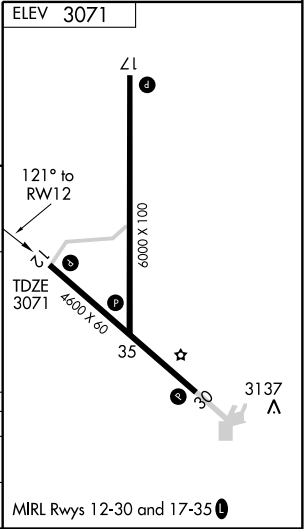
ULYSSES (ULS)

<div> <div></div> <div>NA</div> </div>	DME/DME RNP-0.3 NA. When local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 120 feet and increase LNAV Cat C visibility ½ mile, circling Cat B visibility ¼ mile and circling Cat C visibility ½ mile. VDP NA when using Garden City altimeter setting.	MISSED APPROACH: Climb to 5400 direct VUVKY and hold.
--	--	--

AWOS-3	GARDEN CITY RADIO	UNICOM
118.95	122.3	122.8 (CTAF) 0



5 NM Holding Pattern YEVMY 5400 ← 301° 121° →					5400 ↑	VUVKY
WACJU 4800 121° 1.1 NM to RWY12 3.04° TCH 40 6.1 NM 4.1 NM 1.1						
CATEGORY	A	B	C	D		
LNAV MDA	3460-1 389 (400-1)				NA	
CIRCLING	3660-1 589 (600-1)	3740-1 669 (700-1)	3740-1¾ 669 (700-1¾)		NA	



APP CRS
171°

Rwy Idg
TDZE
Apt Elev

6000
3065
3071

RNAV (GPS) RWY 17

ULYSSES (ULS)

▼

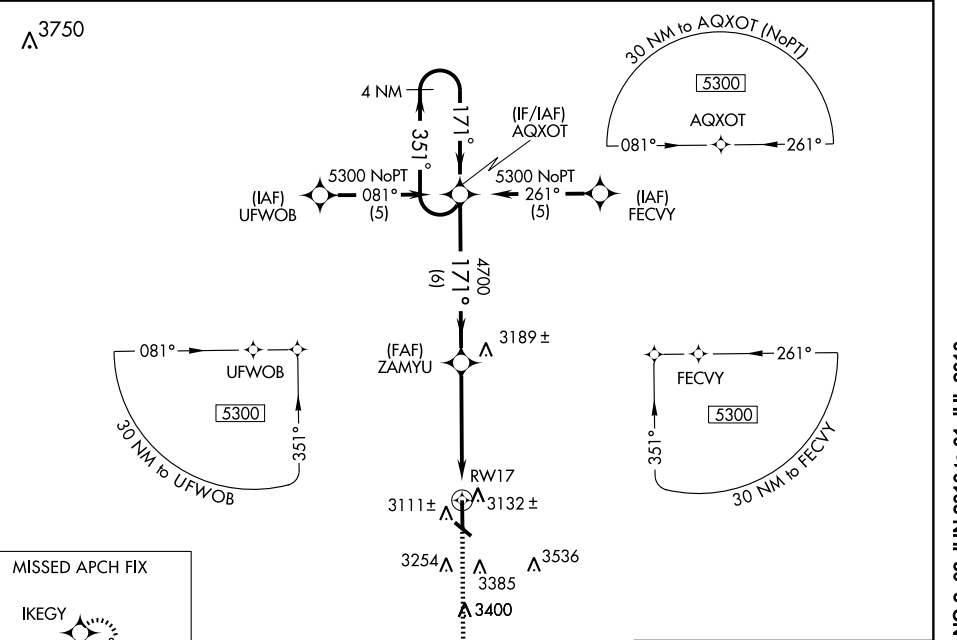
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -31°C (-23°F).

MISSED APPROACH: Climb to 5300 direct IKEGY and hold.

AWOS-3
118.95

GARDEN CITY RADIO
122.3

UNICOM
122.8 (CTAF)



4 NM Holding Pattern AQXOT

5300

351°

171°

ZAMYU

4700

*1.1 NM to RW17

RW17

6 NM

3.9 NM

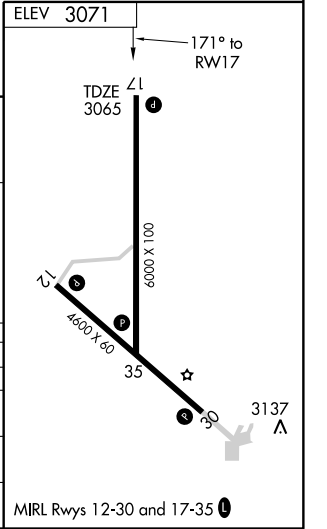
1.1

5300

IKEGY

*LNAV only

CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/ VNAV DA	3488-1½ 423 (500-1½)			NA
LNAV MDA	3460-1 395 (400-1)			NA
CIRCLING	3660-1 589 (600-1)	3740-1 669 (700-1)	3740-1¾ 669 (700-1¾)	NA



NC-2, 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	4600
301°	TDZE	3062
	Apt Elev	3071

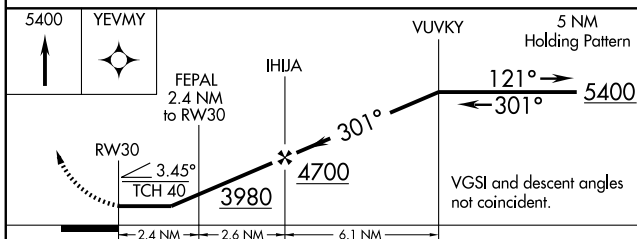
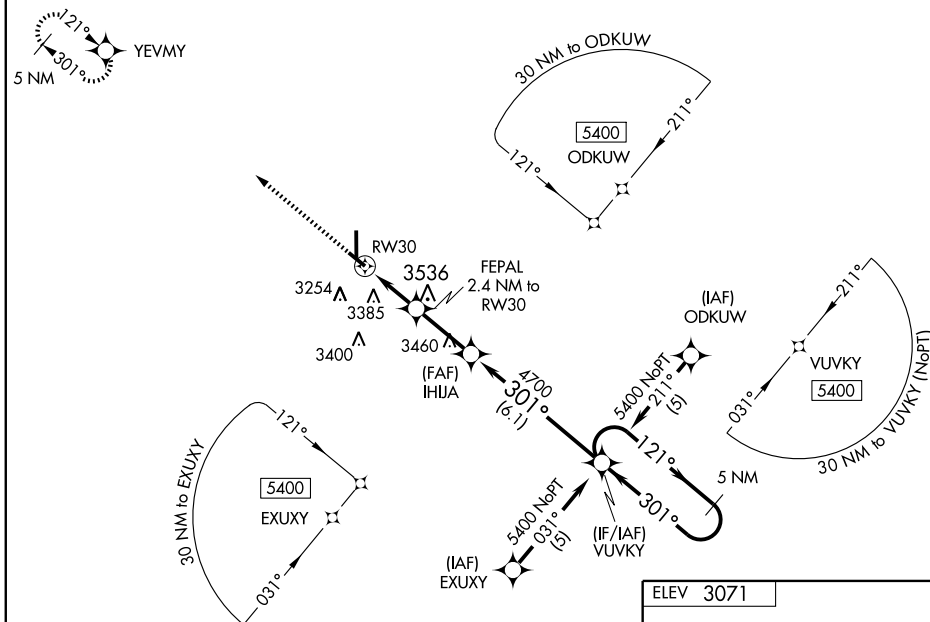
RNAV (GPS) RWY 30
ULYSSES (ULS)

T When local altimeter setting not received, use Garden City altimeter setting and increase all MDAs 120 feet, and LNAV Cat C visibility $\frac{1}{4}$ mile, circling Cat B visibility $\frac{1}{4}$ mile and circling Cat C visibility $\frac{1}{2}$ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

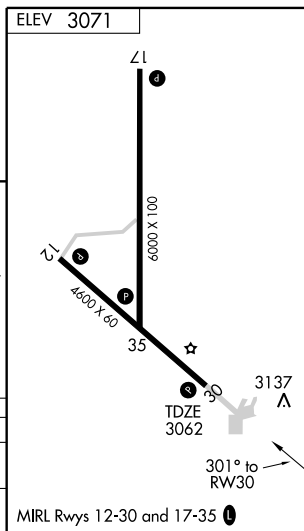
MISSED APPROACH: Climb to

AWOS-3
118.95

GARDEN CITY RADIO
122.3

UNICOM
122.8 (CTAF) 

CATEGORY	A	B	C	D
LNAV MDA	3680-1	618 (700-1)	3680-1½ 618 (700-1½)	NA
CIRCLING	3680-1 609 (700-1)	3740-1 669 (700-1)	3740-1¾ 669 (700-1¾)	NA



▲ NA

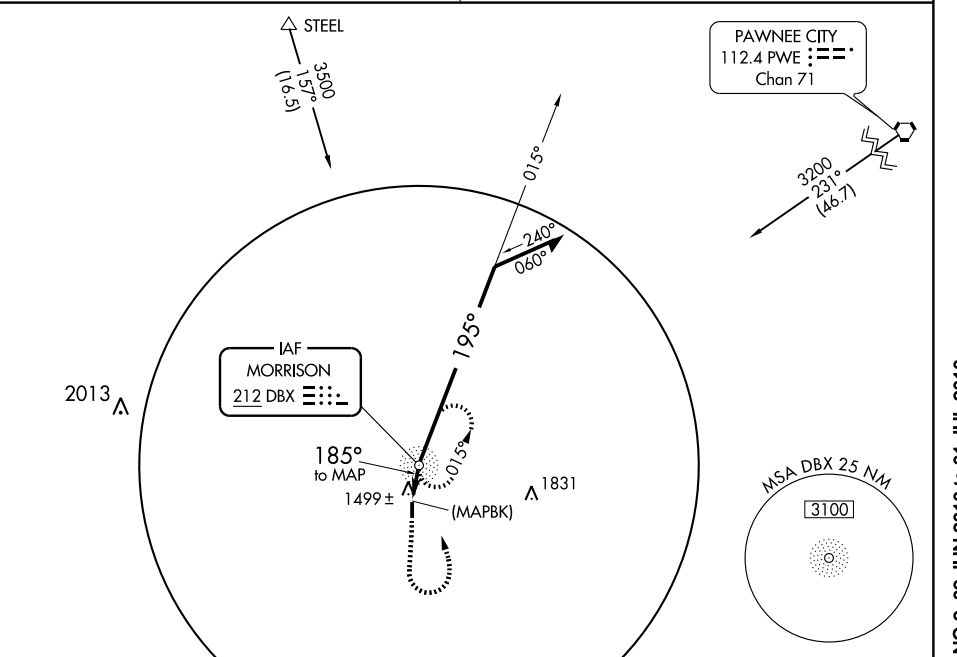
Use Concordia Blosser Muni altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct DBX NDB and hold.

KANSAS CITY CENTER

127.35 257.975

(CTAF) 122.9 0



ELEV 1435

Rwy 17 ldg 3180'

185° 1.3 NM from FAF

3400 X 60

35

MIRL Rwy 17-35 0

2400

3000

DBX 212

NDB

Remain within 10 NM

015°

195°

3000

2000

185°

(MAPBK)

1.3 NM

CATEGORY	A	B	C	D	FAF to MAP 1.3 NM					
CIRCLING	1940-1	505 (600-1)	1940-1½ 505 (600-1½)	NA	Knots	60	90	120	150	180
					Min:Sec	1:18	0:52	0:39	0:31	0:26

NC-2. 03 JUN 2010 to 01 JUL 2010

NDB EGT	APP CRS	Rwy Idg	4201
414	349°	TDZE	1277
		Apt Elev	1277

NDB RWY 35

WELLINGTON MUNI (EGT)

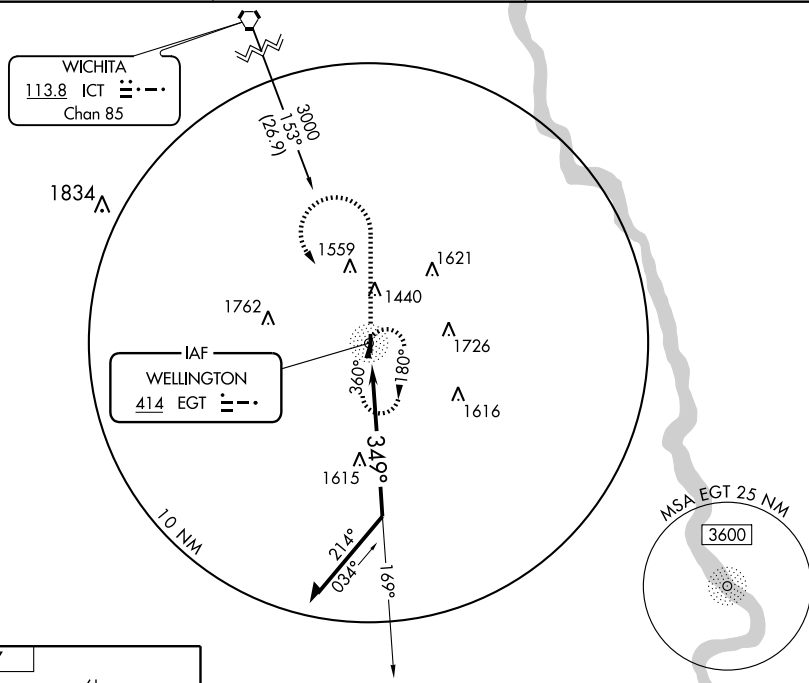
Obtain local altimeter on CTAF; when not received, use Wichita Mid-Continent altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct EGT NDB and hold.

AWOS-3
118.875

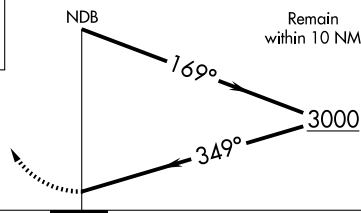
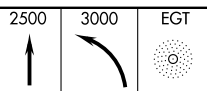
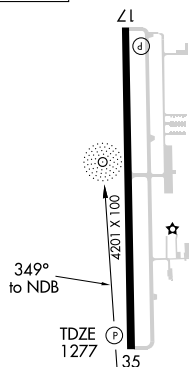
WICHITA APP CON
134.85 385.55

UNICOM
122.8 (CTAF) 0



NC-2. 03 JUN 2010 to 01 JUL 2010

ELEV 1277



CATEGORY	A	B	C	D
S-35	1980-1	703 (800-1)	1980-2 703 (800-2)	1980-2¼ 703 (800-2¼)
CIRCLING	1980-1	703 (800-1)	1980-2 703 (800-2)	1980-2¼ 703 (800-2¼)

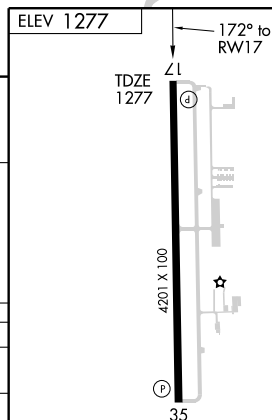
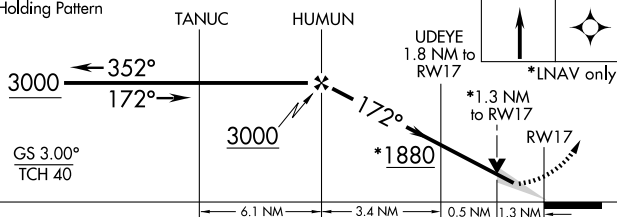
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS

S-35	2020-1 743 (800-1)	2020-1¼ 743 (800-1¼)	2020-2¼ 743 (800-2¼)	2020-2½ 743 (800-2½)
CIRCLING	2020-1 743 (800-1)	2020-1¼ 743 (800-1¼)	2020-2¼ 743 (800-2¼)	2020-2½ 743 (800-2½)

HIRL Rwy 17-35
REIL Rwy 17 and 35

WELLINGTON MUNI (EGT)

Baro-VNAV NA when using Wichita Mid-Continent altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs 54 feet and all MDAs 60 feet. VDP NA when using Wichita Mid-Continent altimeter setting.

UNICOM
122.8 (CTAF) **L**5 NM
Holding Pattern

HIRL Rwy 17-35 **L**
REIL Rwy 17 and 35 **L**

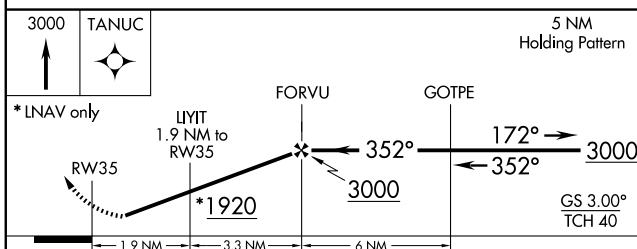
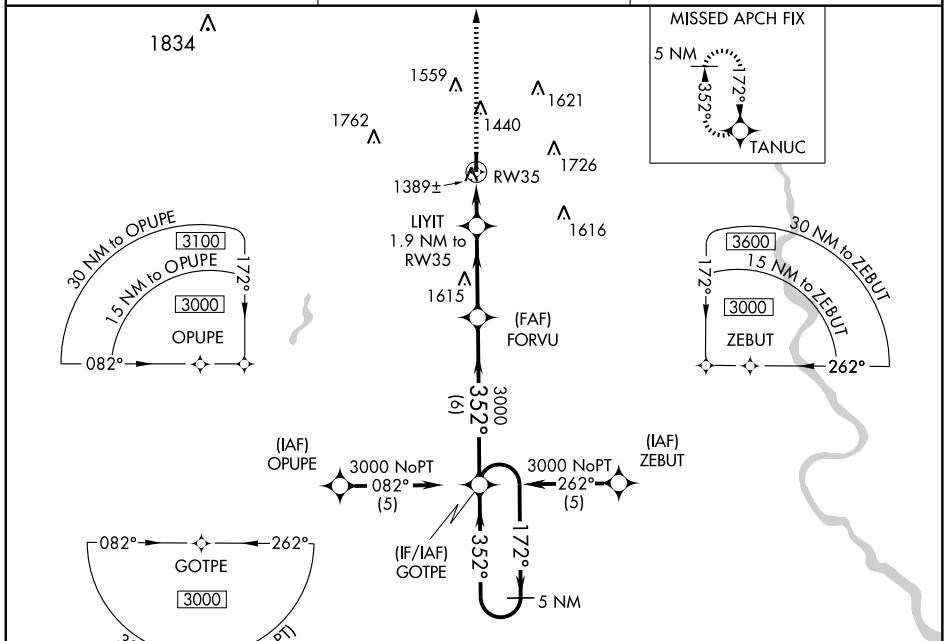
RNAV (GPS) RWY 35

WELLINGTON MUNI (EGT)

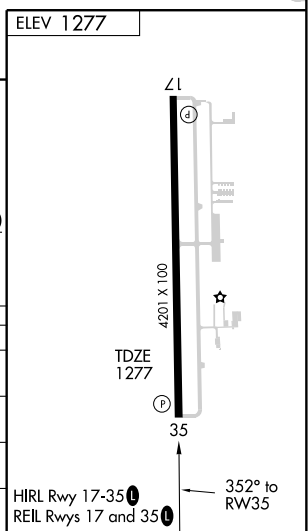
WAAS CH 70504 W35A	APP CRS 352°	Rwy Idg TDZE Apt Elev 4201 1277 1277
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<p>▲ Baro-VNAV NA when using Wichita Mid-Continent altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). When local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs 54 feet and all MDAs 60 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.</p> <p>▲ NA</p>	<p>MISSED APPROACH: Climb to 3000 direct TANUC and hold.</p>
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AWOS-3 118.875	WICHITA APP CON 134.85 385.55	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1527-1 250 (300-1)			
LNAV/VNAV DA	1659-1½ 382 (400-1½)			
LNAV MDA	1640-1 363 (400-1)			1640-1¼ 363 (400-1¼)
CIRCLING	1760-1 483 (500-1)		1760-1½ 483 (500-1½)	1840-2 563 (600-2)



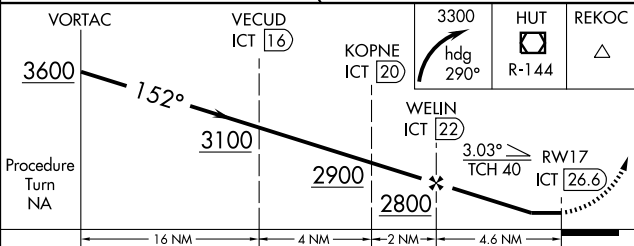
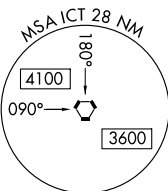
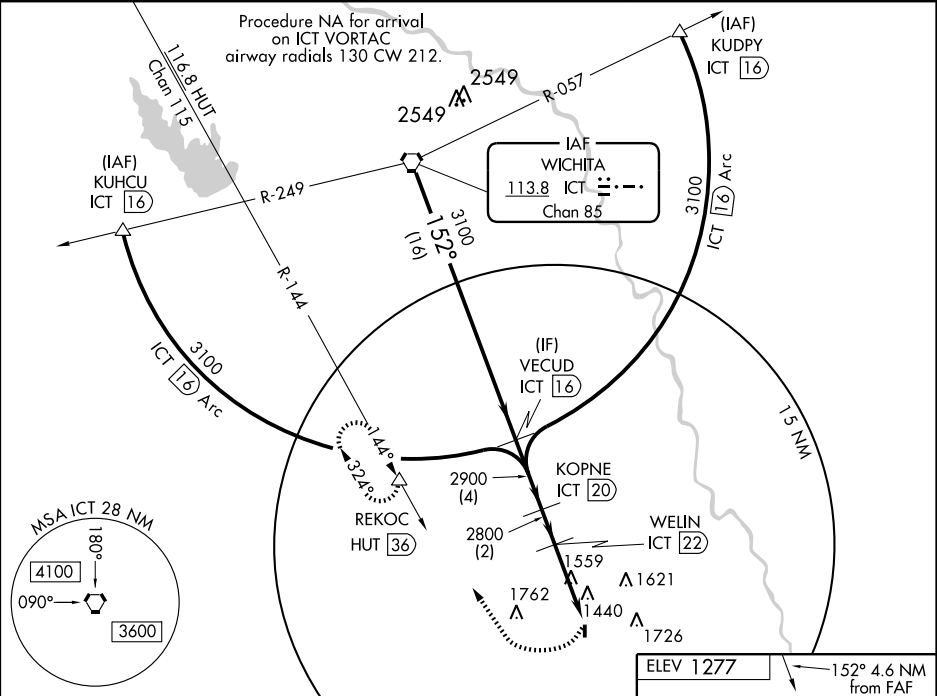
VOR/DME ICT	APP CRS	Rwy Idg	4201
113.8	152°	TDZE	1277
Chan 85		Apt Elev	1277

VOR/DME RWY 17
WELLINGTON MUNI (EGT)

Obtain local altimeter setting on CTAF; when not received, use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climbing right turn to 3300 via heading 290° and HUT VOR/DME R-144 to REKOC/HUT 36 DME and hold

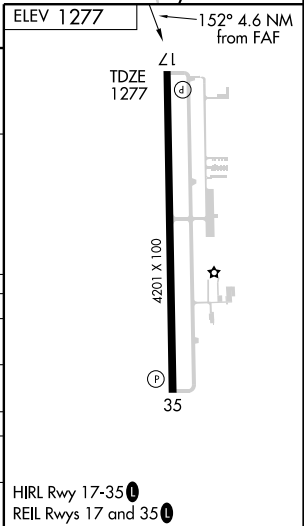
AWOS-3 118.875	WICHITA APP CON 134.85 385.55	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
S-17	2100-1 823 (900-1)	2100-1¼ 823 (900-1¼)	2100-2½ 823 (900-2½)	2100-2¾ 823 (900-2¾)
CIRCLING	2100-1 823 (900-1)	2100-1¼ 823 (900-1¼)	2100-2½ 823 (900-2½)	2100-2¾ 823 (900-2¾)

WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS

S-17	2160-1¼ 883 (900-1¼)	2160-2¾ 883 (900-2¾)	2160-3 883 (900-3)
CIRCLING	2160-1¼ 883 (900-1¼)	2160-2¾ 883 (900-2¾)	2160-3 883 (900-3)



HIRL Rwy 17-35
REIL Rws 17 and 35

LOC/DME I-AAO 109.55 Chan 032 (Y)	APP CRS 181°	Rwy Idg TDZE Apt Elev 6101 1414 1421
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ILS or LOC/DME RWY 18

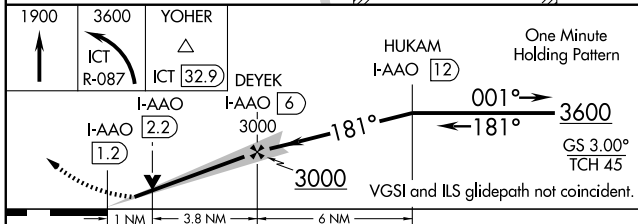
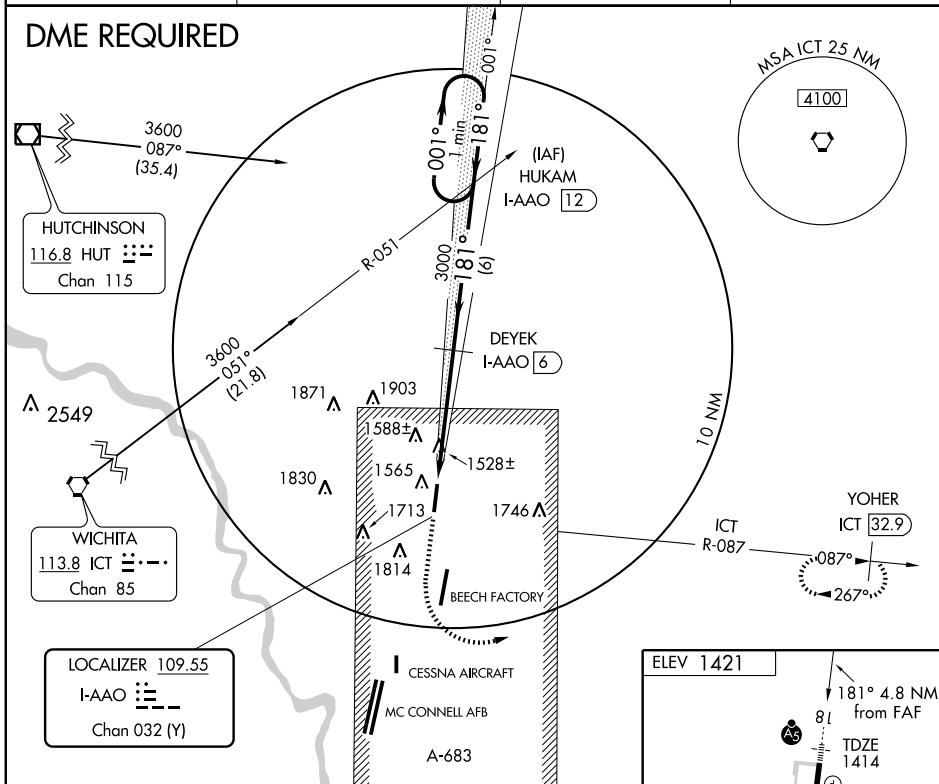
WICHITA/COLONEL JAMES JABARA (A.A.O.)

▼ If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs/MDAs 40 feet. VDP NA
▲ when using Wichita Mid-Continent altimeter setting.

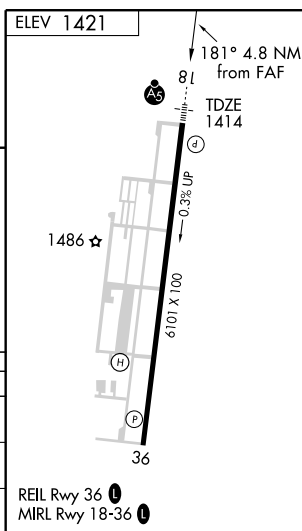


MISSED APPROACH: Climb to 1900 then climbing left turn to 3600 via ICT R-087 to YOHER / ICT 32.9 DME and hold.

ASOS 134.025	WICHITA APP CON 134.8 269.1	CLNC DEL 125.0	UNICOM 122.7 (CTAF) 1
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CATEGORY	A	B	C	D
S-ILS 18	1614-½ 200 (200-½)			
S-LOC 18	1780-½ 366 (400-½)			1780-¾ 366 (400-¾)
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)



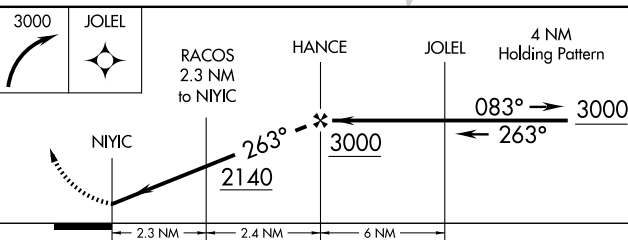
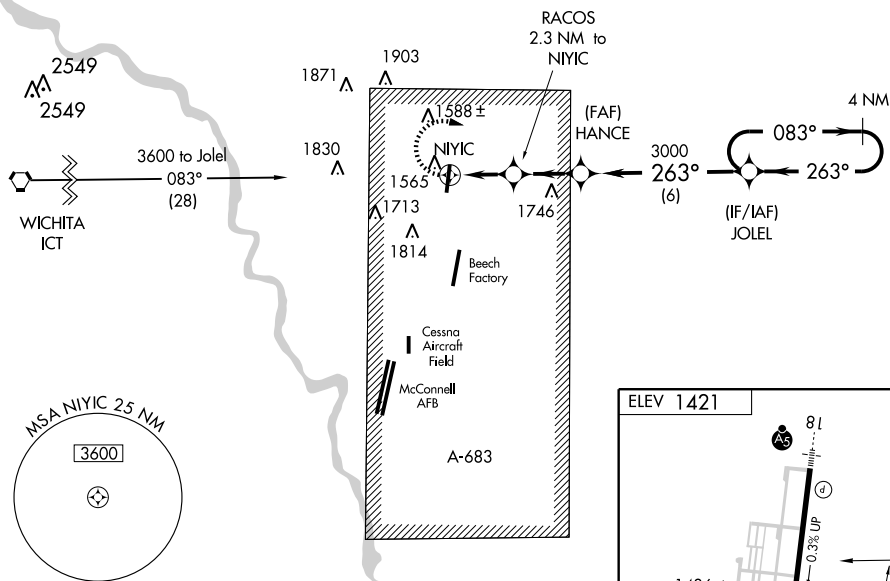
APP CRS
263°Rwy Idg
TDZE
Apt Elev
6101
NA
1421

RNAV (GPS)-E

WICHITA/COLONEL JAMES JABARA (A.A.O.)

▽ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 40 feet.

MISSSED APPROACH: Climbing right turn to 3000 direct JOLEL and hold.

ASOS
134.025WICHITA APP CON
134.8 269.1CLNC DEL
125.0UNICOM
122.7 (CTAF) 0

CATEGORY	A	B	C	D
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)

REIL Rwy 36 **0**
MIRL Rwy 18-36 **0**

WAAS
CH 81808
W18A

APP CRS
181°

Rwy Idg	6101
TDZE	1414
Apt Elev	1421

RNAV (GPS) RWY 18

WICHITA/COLONEL JAMES JABARA (AAO)

DME/DME RNP-0.3 NA. For inoperative MALS, increase LNAV Cat D visibility to 1¼. If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all DAs/MDAs 40 feet.

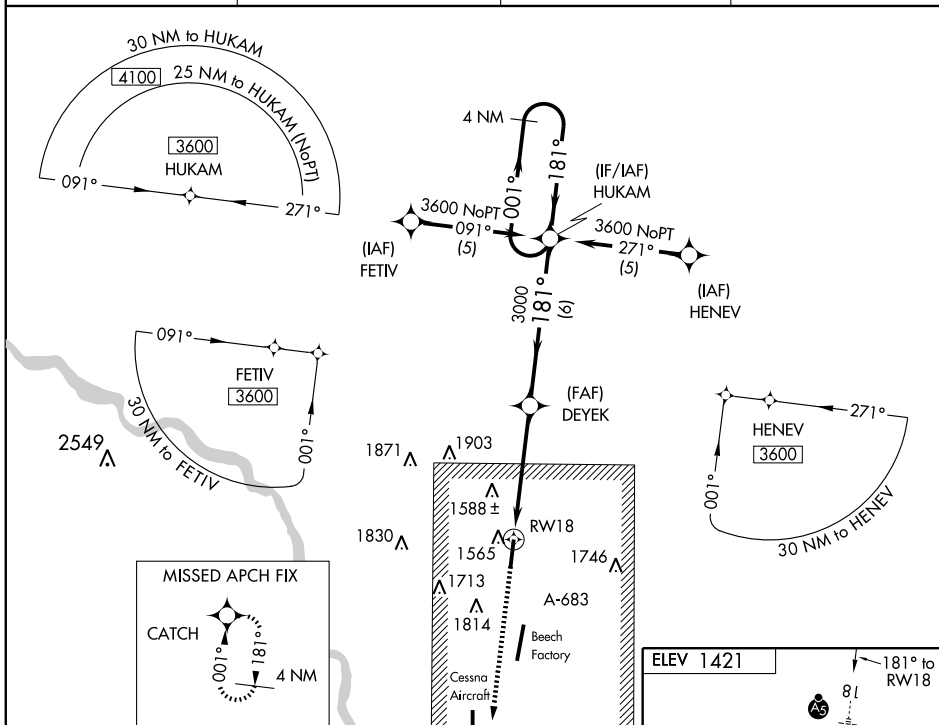




MISSED APPROACH: Climb to 3600
direct CATCH and hold.

ASOS
134,025

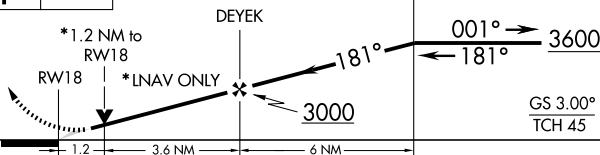
WICHITA APP CON
134.8 269.1

CLNC DEL
125.0

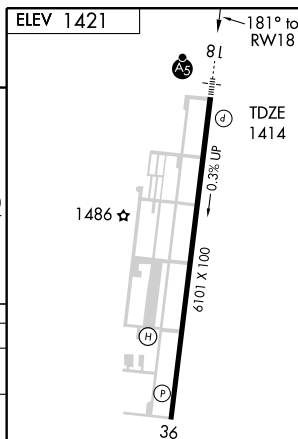
UNICOM
122.7 (CTAF) 

3600	CATCH
	

VGSI and RNAV glidepath
not coincident.



CATEGORY	A	B	C	D
LPV DA	1680-½ 266 (300-½)			
RNAV/ VNAV DA	NA			
RNAV MDA	1820-½ 406 (400-½)	1820-¾ 406 (400-¾)	1820-1 406 (400-1)	
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)



REIL Rwy 36 **L**
MIRL Rwy 18-36 **L**

VORTAC ICT 113.8 Chan 85	APP CRS 262°	Rwy Idg TDZE Apt Elev 1421	N/A N/A 1421
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VOR-A

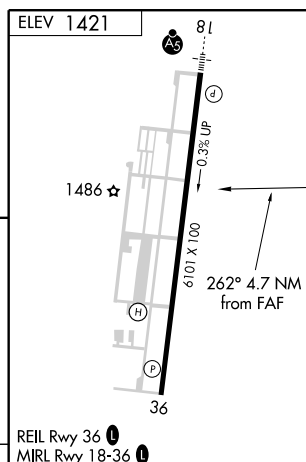
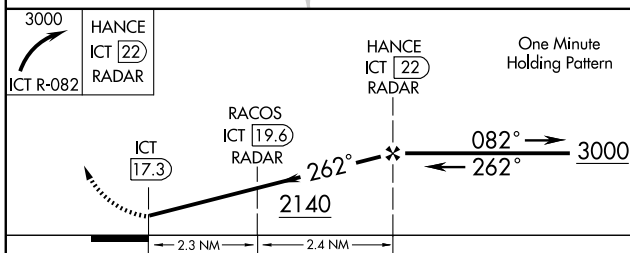
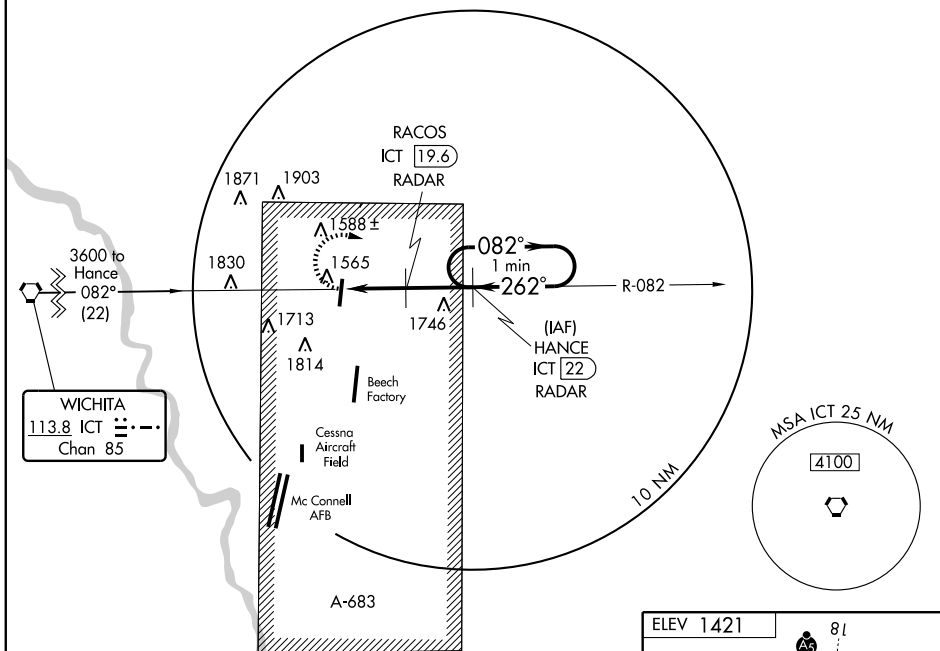
WICHITA/COLONEL JAMES JABARA (A.A.O.)

<p>▼ If local altimeter setting not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 40 feet.</p>	<p>MISSSED APPROACH: Climbing right turn to 3000 via ICT R-082 to HANCE/ICT 22 DME/RADAR and hold.</p>
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ASOS 134.025	WICHITA APP CON 134.8 269.1	CLNC DEL 125.0	UNICOM 122.7 (CTAF) 0
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DME or RADAR REQUIRED

Λ 2040



CATEGORY	A	B	C	D	FAF TO MAP 4.7 NM					
CIRCLING	1880-1 459 (500-1)	1880-1 459 (500-1)	1880-1½ 459 (500-1½)	2120-2¼ 699 (700-2¼)	Knots	60	90	120	150	180
					Min:Sec	4:42	3:08	2:21	1:53	1:34

APP CRS
185°

Rwy Idg
8000

TDZE
1408

Apt Elev
1408

RNAV (GPS) RWY 18

WICHITA/BEECH FACTORY (BEC)

Obtain local altimeter setting on CTAF; when not received, use Wichita Mid-Continent altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DENEY WP and hold.

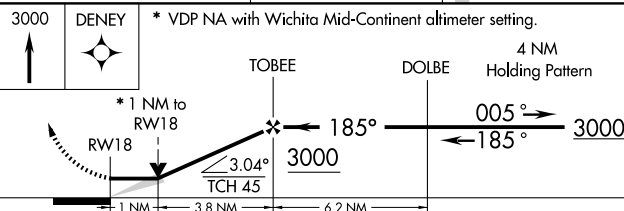
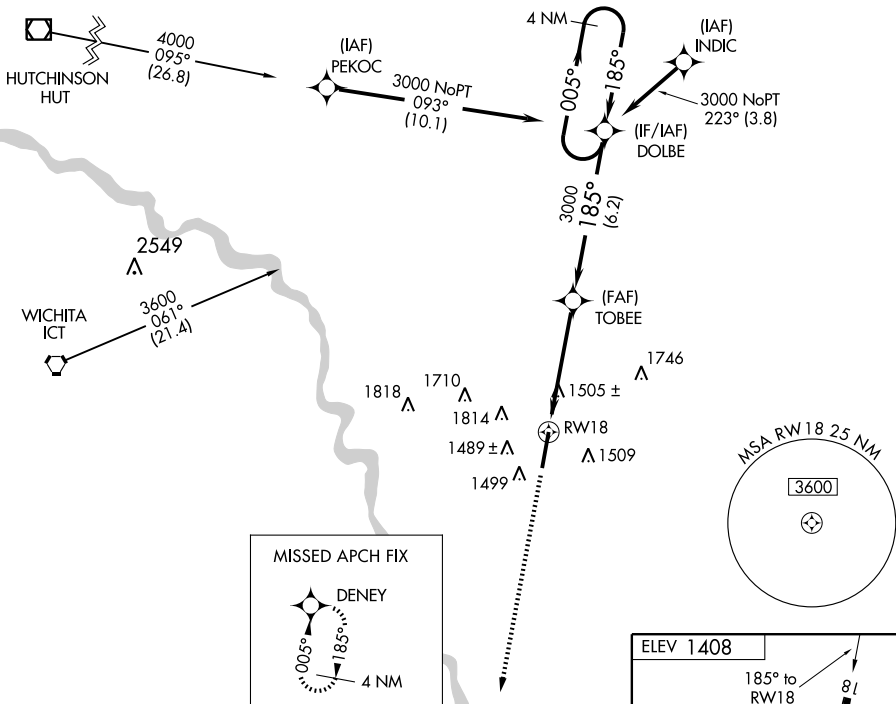
WICHITA APP CON
134.8 269.1

BEECH TOWER ★
126.8 (CTAF) 313.6
CTAF **122.7** (When tower closed)

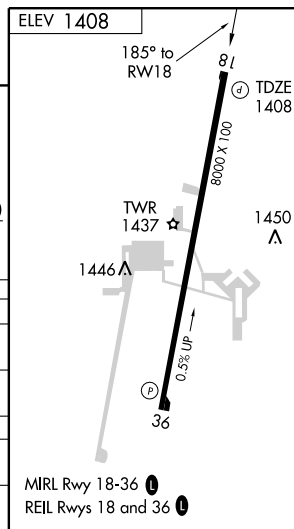
GND CON
121.7

CLNC DEL
125.0 (When tower closed)

UNICOM
122.95



CATEGORY	A	B	C	D
RNAV MDA	1760-1	352 (400-1)		1760-1¼ 352 (400-1¼)
CIRCLING	1800-1 392 (400-1)	1860-1 452 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
RNAV MDA	1800-1	392 (400-1)		1800-1¼ 392 (400-1¼)
CIRCLING	1840-1 432 (500-1)	1860-1 452 (500-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)



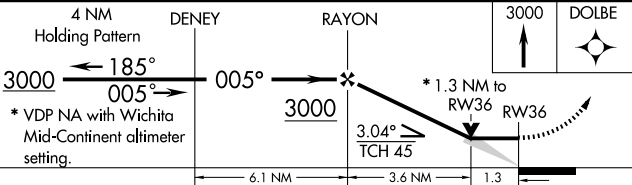
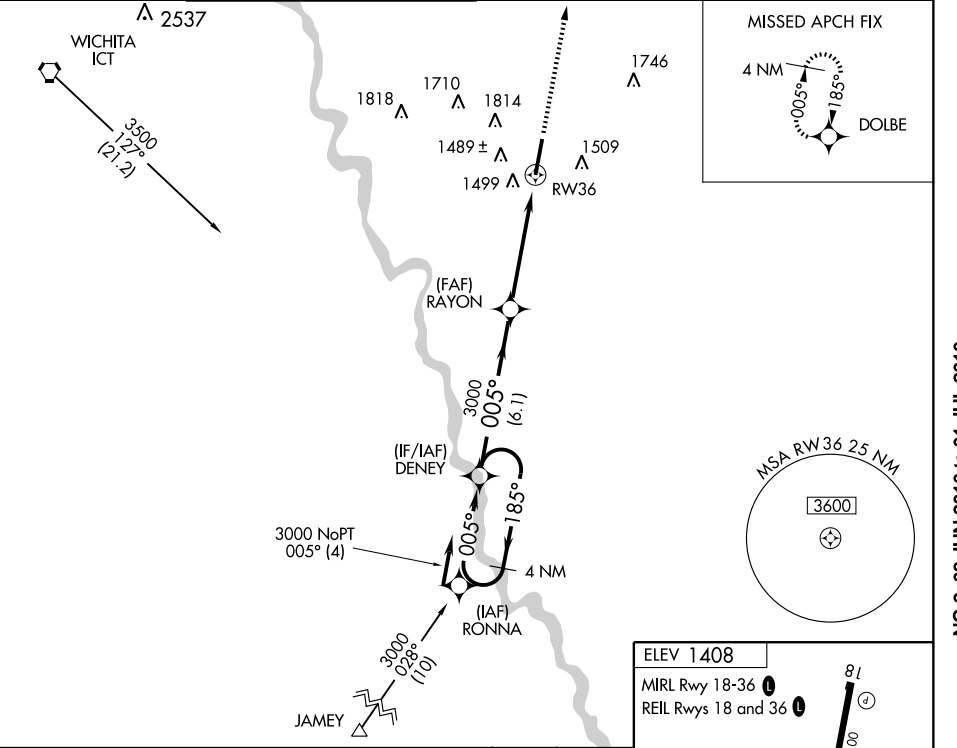
▼

▲ NA

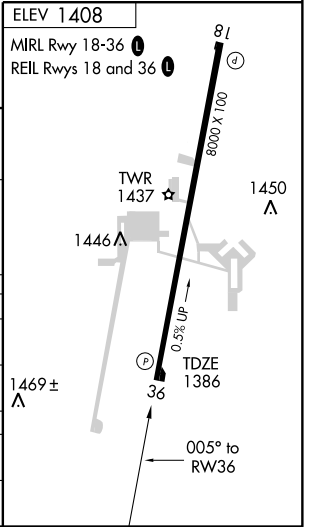
Obtain local altimeter setting on CTAF; when not received, use Wichita Mid-Continent altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DOLBE WP and hold.

WICHITA APP CON 134.8 269.1	BEECH TOWER ★ 126.8 (CTAF) 313.6 CTAF 122.7 (When tower closed)	GND CON 121.7	CLNC DEL 125.0 (When tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
LNAV MDA	1840-1	454 (500-1)	1840-1¼ 454 (500-1¼)	1840-1½ 454 (500-1½)
CIRCLING	1840-1 432 (500-1)	1860-1 452 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
LNAV MDA	1880-1	494 (500-1)	1880-1¼ 494 (500-1¼)	1880-1½ 494 (500-1½)
CIRCLING	1880-1	472 (500-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)



VORTAC ICT 113.8 Chan 85	APP CRS 273°	Rwy Idg TDZE Apt Elev	N/A N/A 1408
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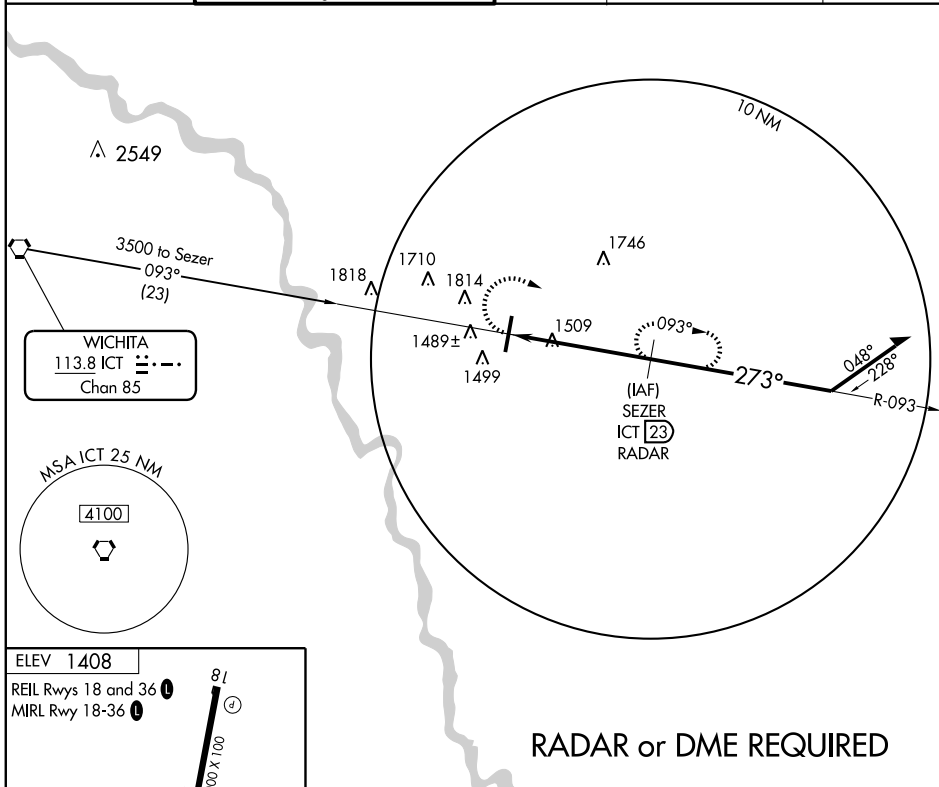
VOR-B

WICHITA/BEECH FACTORY (BEC)

Obtain local altimeter setting on CTAF; when not received use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 via ICT VORTAC R-093 to SEZER 23 DME/RADAR and hold.

WICHITA APP CON 134.8 269.1	BEECH TOWER ★ 126.8 (CTAF) 313.6 CTAF 122.7 (When tower closed)	GND CON 121.7	CLNC DEL 125.0 (When tower closed)	UNICOM 122.95
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FAF to MAP 5.2 NM				
Knots	60	90	120	150
Min:Sec	5:12	3:28	2:36	2:05
180	1:44			
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
CIRCLING	A	B	C	D
	1820-1 412 (500-1)	1860-1 452 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
CIRCLING	1860-1	452 (500-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

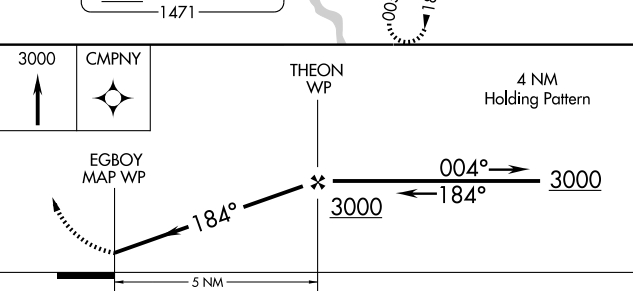
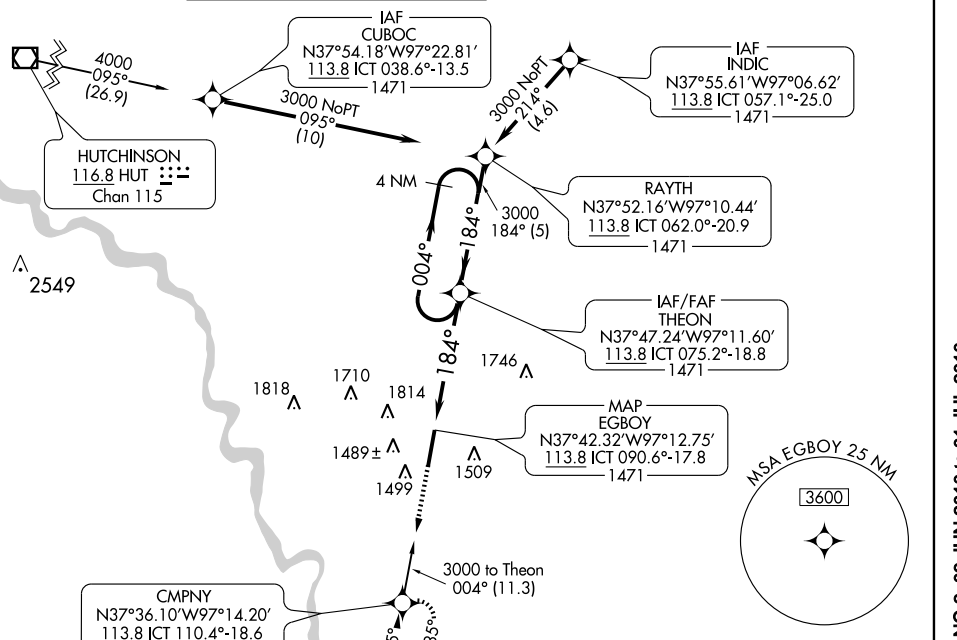
▼

NA

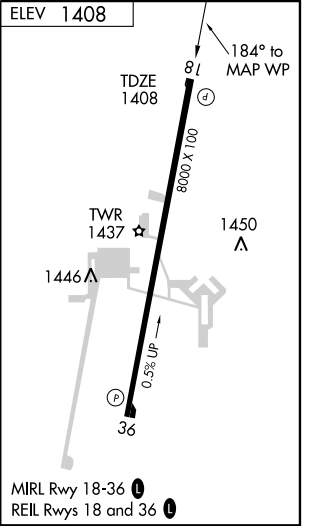
Obtain local altimeter setting on CTAF; when not received use Wichita Mid-Continent altimeter setting.

MISSED APPROACH: Climb to 3000 direct CMPNY WP and hold.

WICHITA APP CON 134.8 269.1	BEECH TOWER ★ 126.8 (CTAF) 313.6 CTAF 122.7 (When tower closed)	GND CON 121.7	CLNC DEL 125.0 (When tower closed)	UNICOM 122.95
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CATEGORY	A	B	C	D
S-18	1940-1	532 (600-1)	1940-1½ 532 (600-1½)	1940-1¾ 532 (600-1¾)
CIRCLING	1940-1	532 (600-1)	1980-1½ 572 (600-1½)	2120-2½ 712 (800-2½)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-18	1960-1	552 (600-1)	1960-1¾ 552 (600-1¾)	1960-1¾ 552 (600-1¾)
CIRCLING	1960-1	552 (600-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)

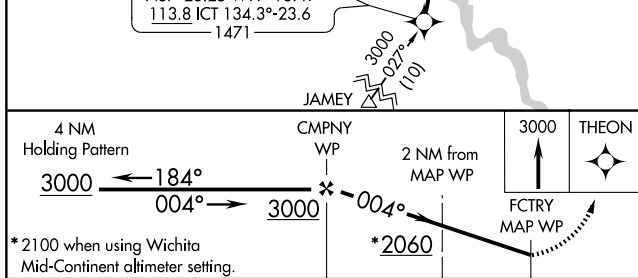
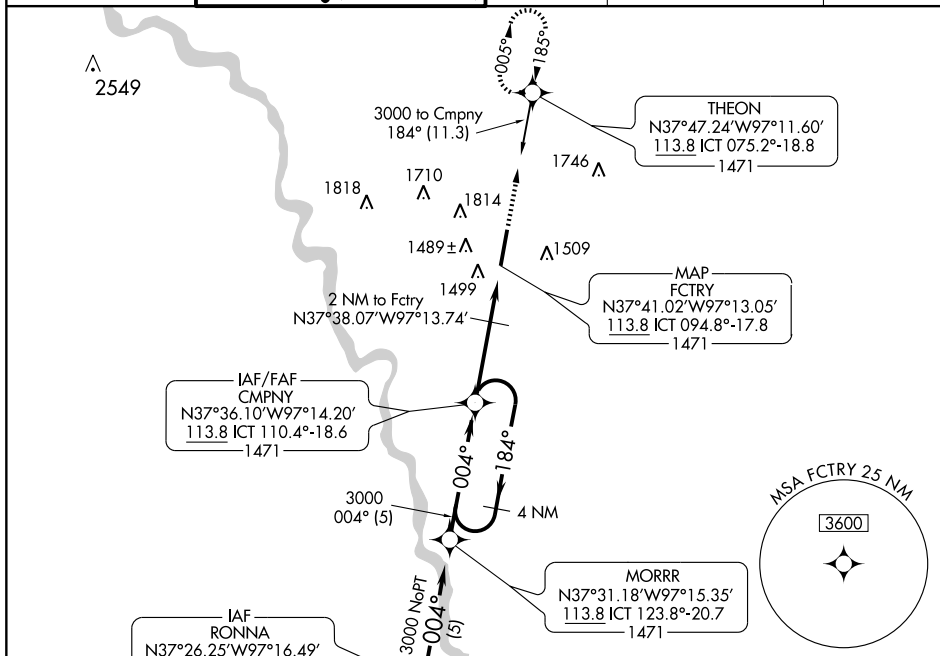


VORTAC ICT	APP CRS	Rwy Idg	8000
113.8	004°	TDZE	1386
Chan 85		Apt Elev	1408

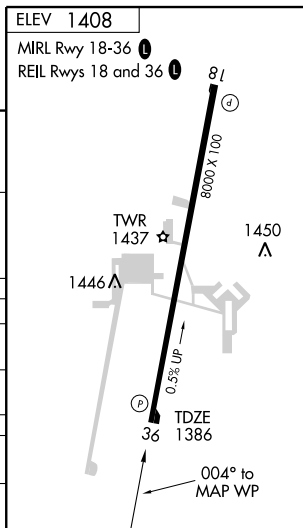
VOR/DME RNAV RWY 36

WICHITA/BEECH FACTORY (BEC)

<div><div>▼</div><div>▲</div></div> <div>NA</div>	Obtain local altimeter setting on CTAF; when not received use Wichita Mid-Continent altimeter setting.	MISSED APPROACH: Climb to 3000 direct THEON WP and hold.				
WICHITA APP CON 134.8 269.1		BEECH TOWER ★ 126.8 (CTAF) 313.6 CTAF 122.7 (When tower closed)		GND CON 121.7	CLNC DEL 125.0 (When tower closed)	UNICOM 122.95



CATEGORY	A	B	C	D
S-36	1880-1	494 (500-1)	1880-1¼ 494 (500-1¼)	1880-1½ 494 (500-1½)
CIRCLING	1880-1	472 (500-1)	1980-1½ 572 (600-1½)	2120-2¼ 712 (800-2¼)
WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS				
S-36	1920-1	534 (600-1)	1920-1¾ 534 (600-1¾)	1920-1¾ 534 (600-1¾)
CIRCLING	1920-1	512 (600-1)	2020-1¾ 612 (700-1¾)	2160-2½ 752 (800-2½)



APP CRS 280°	Rwy Idg TDZE Apt Elev	N/A N/A 1378
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RNAV (GPS) -D

WICHITA/CESSNA AIRCRAFT FIELD (CEA)

NA DME/DME RNP-0.3 NA. Procedure NA at night. Use Wichita Mid-Continent altimeter setting; when not received, use Colonel James Jabara altimeter setting.

MISSED APPROACH: Climbing left turn to 3600 direct BECNA and hold.

WICHITA APP CON
134.8 269.1

CTAF
122.9

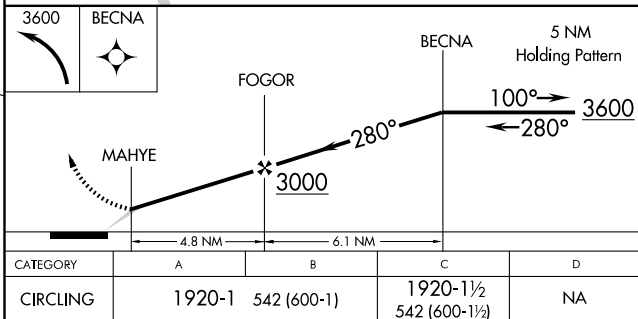
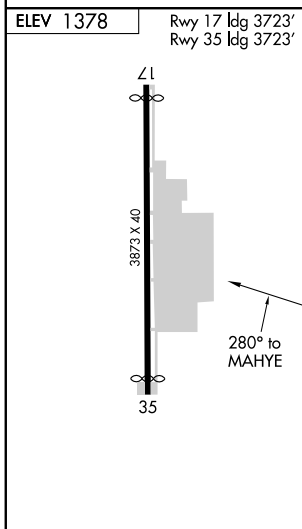
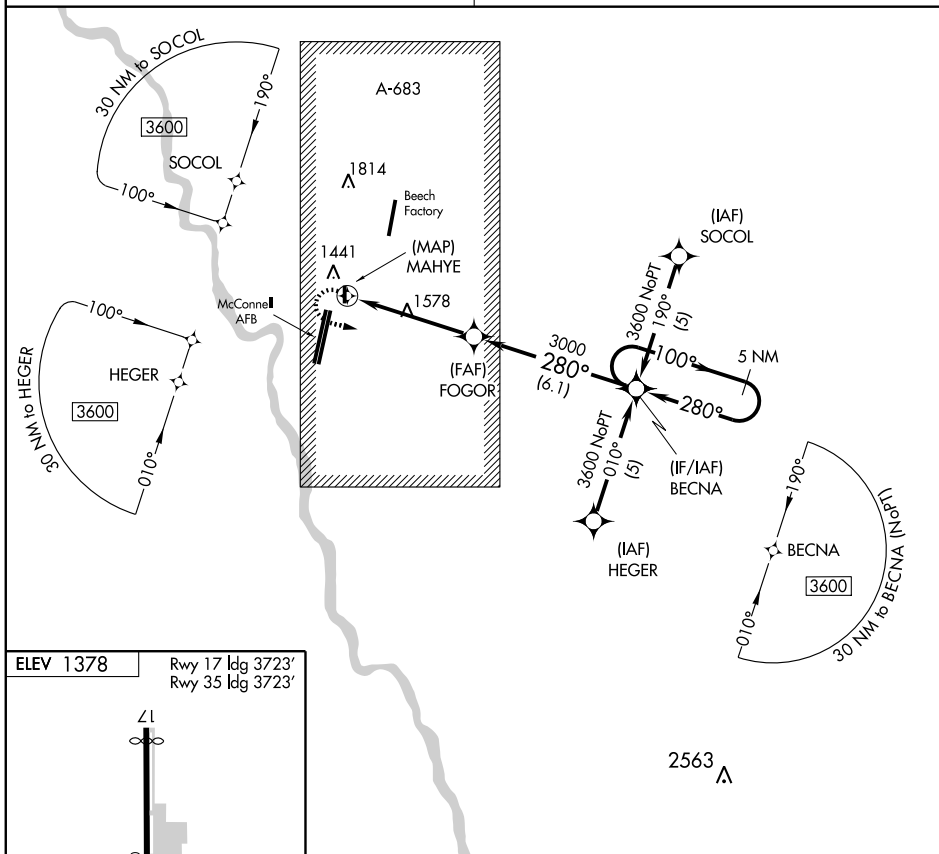


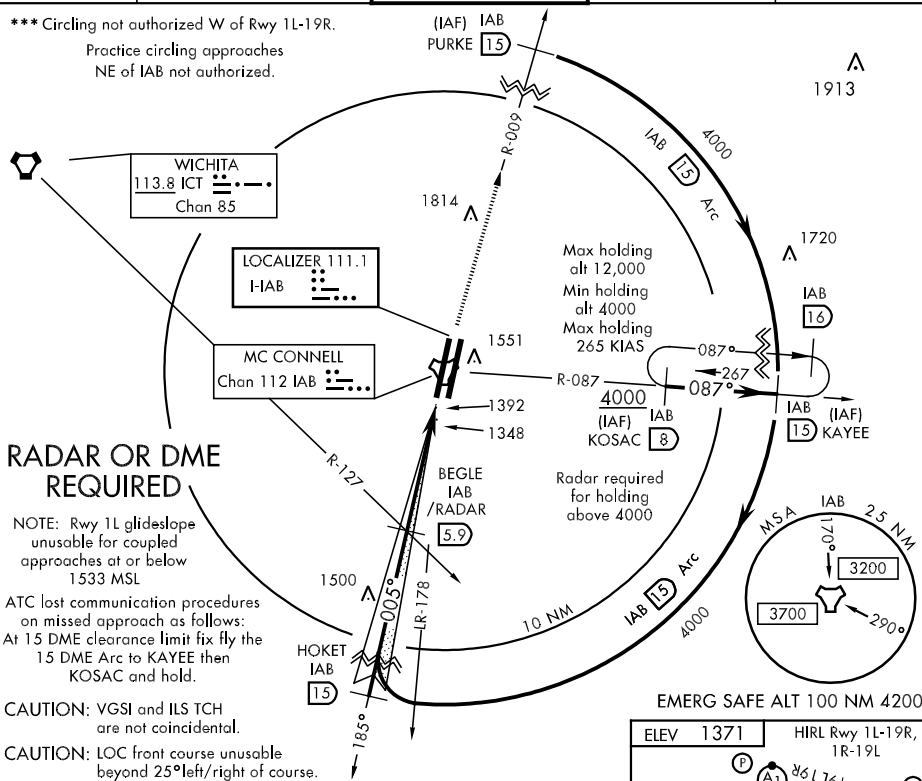
Diagram illustrating the runway layout and a specific point of interest. The runway is labeled "Rwy 17 ldg 3723'" and "Rwy 35 ldg 3723'". A vertical line represents the runway, with a horizontal line segment labeled "3873' X 40'" indicating a specific area. A point is marked on the runway with a bearing of "283° 7' NM from FAF".

WICHITA, KANSAS

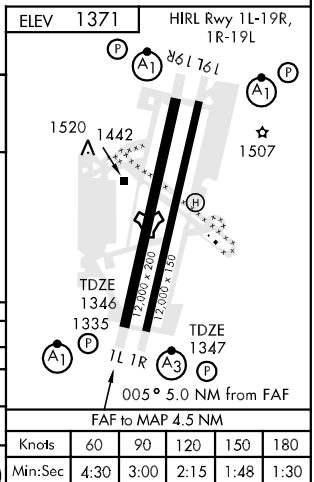
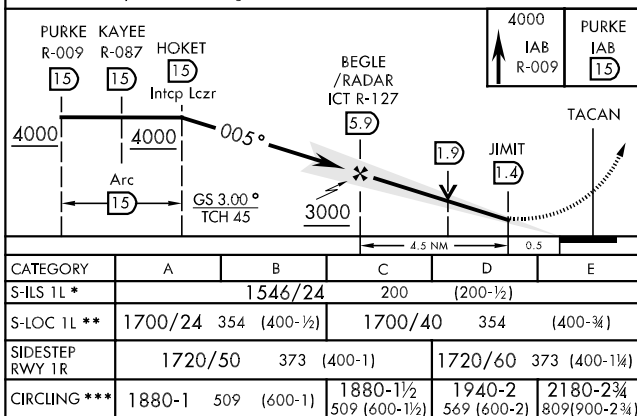
WICHITA, KANSAS

LOC I-AB 111.1	APCH CRS 005°	Rwy Idg 12,000 TDZE 1346 Arpt Elev 1371	AL-453 [USAF]	MC CONNELL AFB (KIAB)
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile. ** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.			ALSF-1 	MISSED APPROACH: Climb to 4000 via IAB TACAN R-009 to 15 DME (PURKE). Expect further clearance from ATC.
ATIS ★ 124.65 269.9	WICHITA APP CON 134.8 269.1	MC CONNELL TOWER 127.25 291.775	GND CON 118.0 275.8	CLNC DEL 118.0 275.8

*** Circling not authorized W of Rwy 1L-19R.
Practice circling approaches
NE of IAB not authorized.



EMERG SAFE ALT 100 NM 4200



LOC I-CWX 109.9	APCH CRS 185°	Rwy Idg 12,000 TDZE 1371 Arpt Elev 1371
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AL-453 [USAF]

MC CONNELL AFB (KIAB)

- * When ALS inop, increase RVR to 40 and vis to ¾ mile.
 ** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
 CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

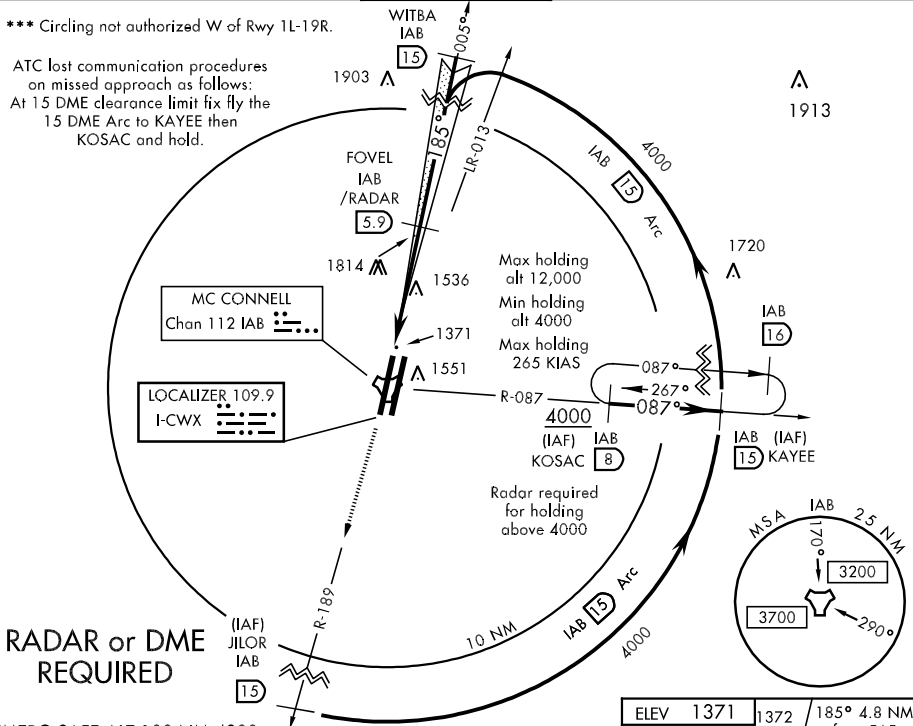


MISSED APPROACH: Climb to 4000 via IAB TACAN R-189 to 15 DME (JILOR). Expect further clearance from ATC.

ATIS ★ 124.65 269.9	WICHITA APP CON 134.8 269.1	MC CONNELL TOWER 127.25 291.775	GND CON 118.0 275.8	CLNC DEL 118.0 275.8
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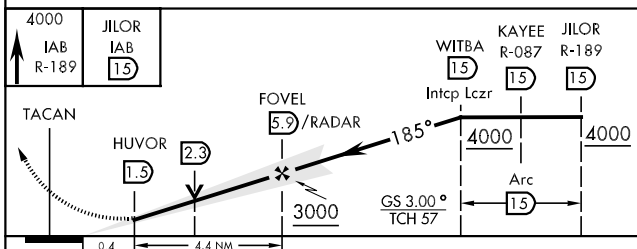
*** Circling not authorized W of Rwy 1L-19R.

ATC lost communication procedures on missed approach as follows:
At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.

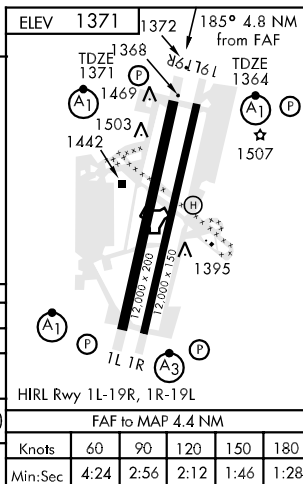


RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 4200



CATEGORY	A	B	C	D	E
S-ILS 19R *	1571/24	200	(200-½)		
S-LOC 19R **	1820/24 449 (500-½)	1820/40 449 (500-¾)	1820/50 449 (500-1)		
SIDESTEP RWY 19L	1820/50 456 (500-1)	1820/60 456 (500-1¼)	1820-1½ 456 (500-1½)		
CIRCLING ***	1880-1 509 (600-1)	1880-1½ 509 (600-1½)	1940-2 569 (600-2)	2180-2¾ 809 (900-2¾)	



TACAN IAB Chan 112	APCH CRS 009°	Rwy Idg 12,000 TDZE 1346 Arpt Elev 1371
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AL-453 [USAF]

MC CONNELL AFB (KIAB)



* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1 ¼ miles.
** Circling not authorized W of Rwy 1L-19R.

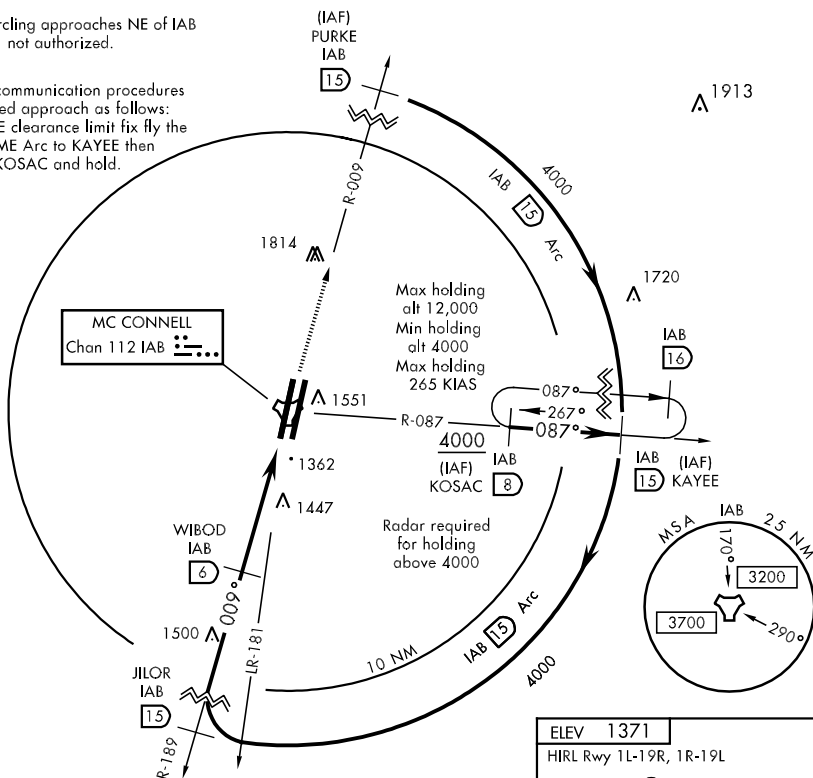


MISSED APPROACH: Climb to 4000 via IAB TACAN R-009 to 15 DME (PURKE). Expect further clearance from ATC.

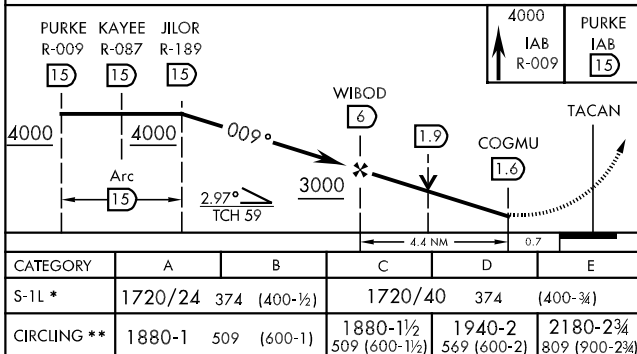
ATIS ★ 124.65 269.9	WICHITA APP CON 134.8 269.1	MC CONNELL TOWER 127.25 291.775	GND CON 118.0 275.8	CLNC DEL 118.0 275.8
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Practice circling approaches NE of IAB
not authorized.

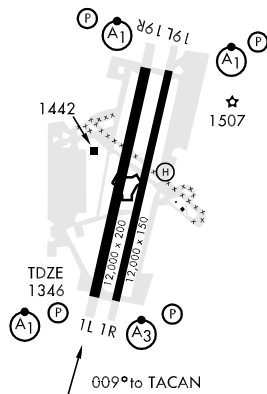
ATC lost communication procedures
on missed approach as follows:
At 15 DME clearance limit fix fly the
15 DME Arc to KAYEE then
KOSAC and hold.



EMERG SAFE ALT 100 NM 4200



ELEV	1371
HIRL Rwy 1L-19R, 1R-19L	



TACAN IAB Chan 112	APCH CRS 002°	Rwy Idg 12,000 TDZE 1347 Arpt Elev 1371
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AL-453 [USAF]

MC CONNELL AFB (KIAB)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1 ¼ miles, CAT E vis to 1½ miles.
 ** Circling not authorized W of Rwy 1L-19R.

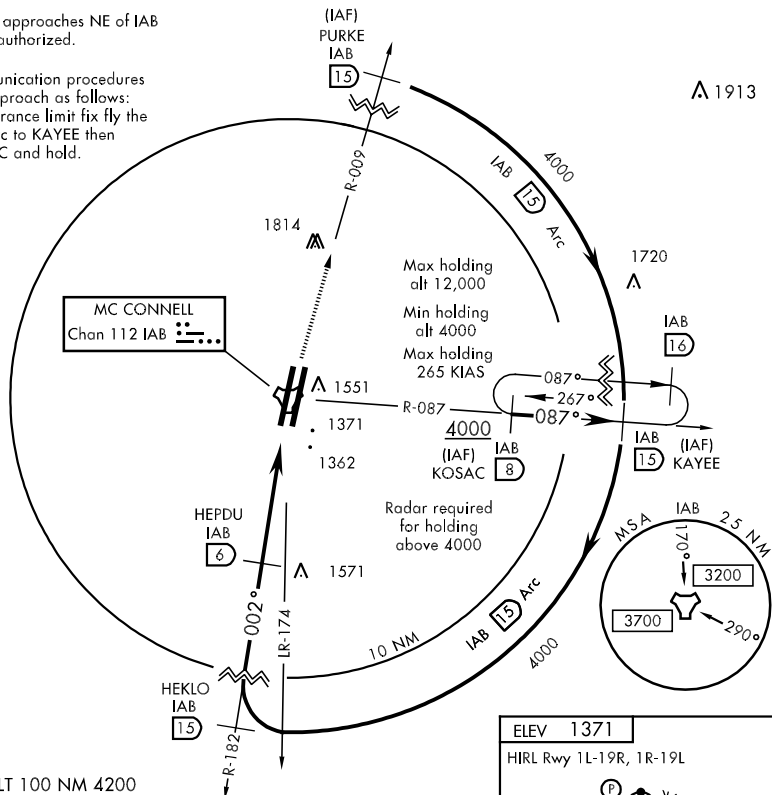


MISSED APPROACH: Climb to 4000 via IAB TACAN R-009 to 15 DME (PURKE). Expect further clearance from ATC.

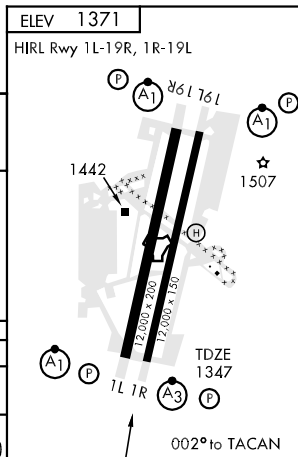
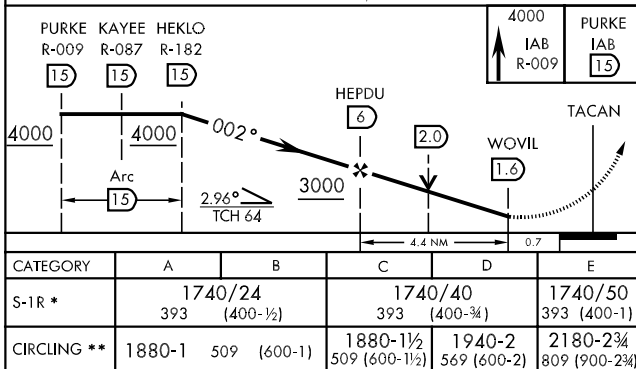
ATIS ★ 124.65 269.9	WICHITA APP CON 134.8 269.1	MC CONNELL TOWER 127.25 291.775	GND CON 118.0 275.8	CLNC DEL 118.0 275.8
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Practice circling approaches NE of IAB not authorized.

ATC lost communication procedures on missed approach as follows:
 At 15 DME clearance limit fix fly the 15 DME Arc to KAYEE then KOSAC and hold.



EMERG SAFE ALT 100 NM 4200



TACAN IAB Chan 112	APCH CRS 189°	Rwy Idg 12,000 TDZE 1364 Arpt Elev 1371
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AL-453 [USAF]

MC CONNELL AFB (KIAB)

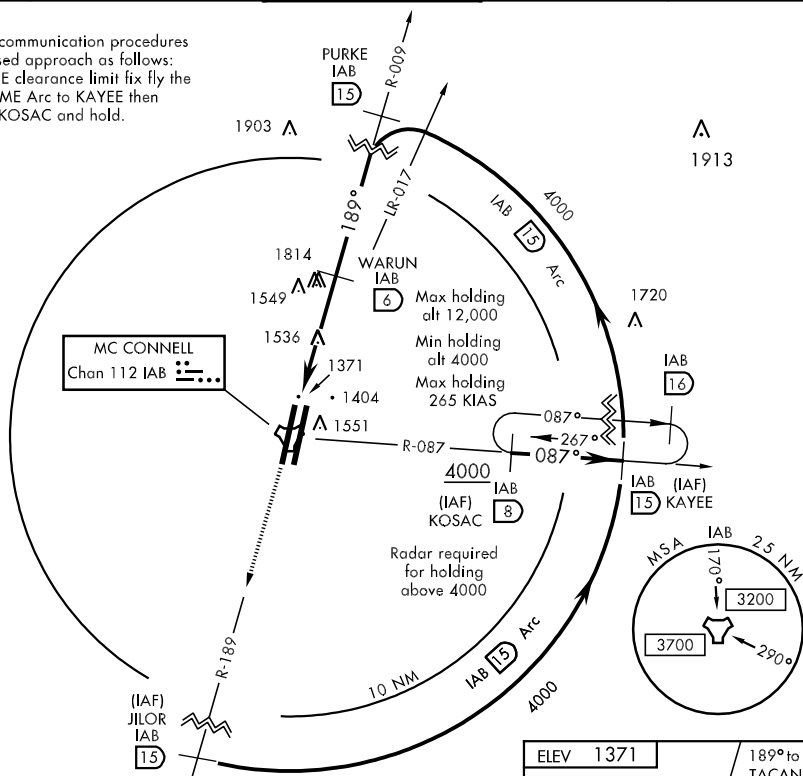
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
CAT C RVR to 60 and vis to 1½ miles, CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.



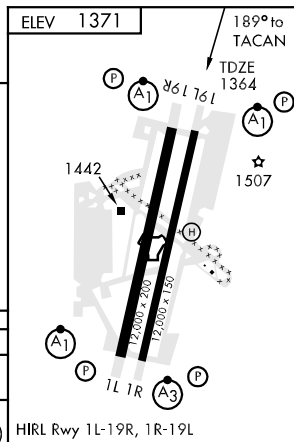
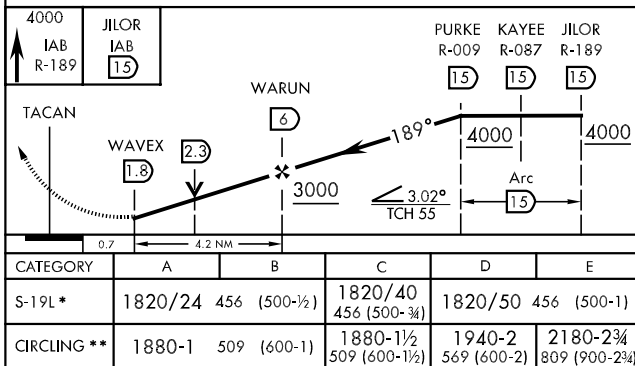
MISSED APPROACH: Climb to 4000 via
IAB TACAN R-189 to 15 DME (JILOR).
Expect further clearance from ATC.

ATIS ★ 124.65 269.9	WICHITA APP CON 134.8 269.1	MC CONNELL TOWER 127.25 291.775	GND CON 118.0 275.8	CLNC DEL 118.0 275.8
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ATC lost communication procedures
on missed approach as follows:
At 15 DME clearance limit fix fly the
15 DME Arc to KAYEE then
KOSAC and hold.



EMERG SAFE ALT 100 NM 4200



TACAN IAB Chan 112	APCH CRS 183°	Rwy Idg 12,000 TDZE 1371 Arpt Elev 1371
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AL-453 [USAF]

MC CONNELL AFB (KIAB)

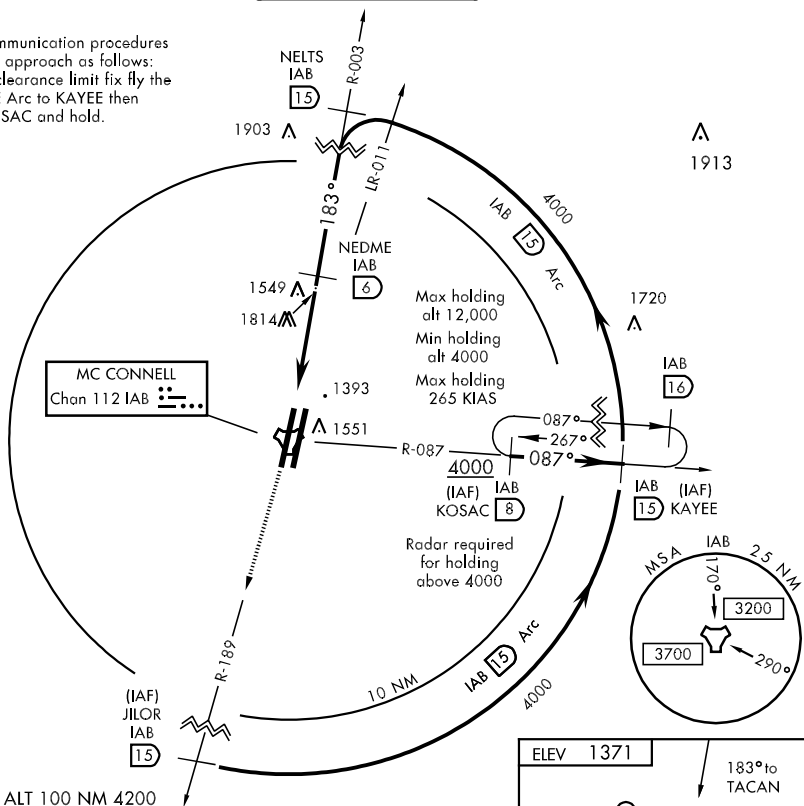
- ▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile,
CAT C RVR to 60 and vis to 1½ miles, CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 1L-19R.



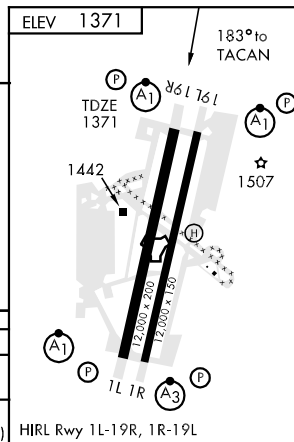
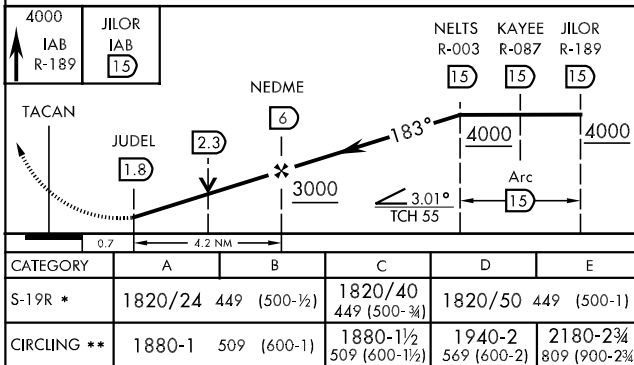
MISSED APPROACH: Climb to 4000 via
IAB TACAN R-189 to 15 DME (JILOR).
Expect further clearance from ATC.

ATIS ★ 124.65 269.9	WICHITA APP CON 134.8 269.1	MC CONNELL TOWER 127.25 291.775	GND CON 118.0 275.8	CLNC DEL 118.0 275.8
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ATC lost communication procedures
on missed approach as follows:
At 15 DME clearance limit fix fly the
15 DME Arc to KAYEE then
KOSAC and hold.



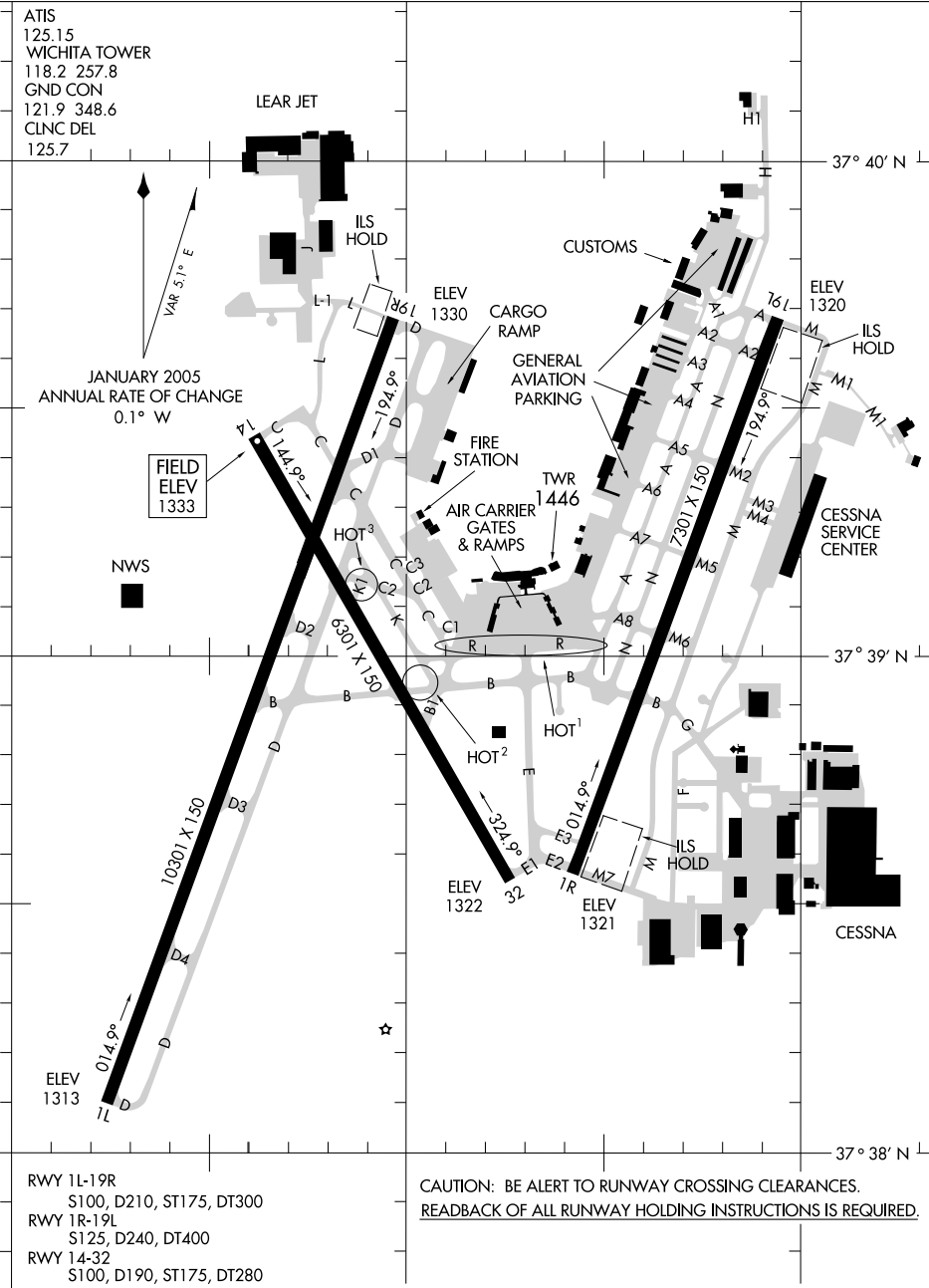
EMERG SAFE ALT 100 NM 4200



AIRPORT DIAGRAM

AL-987 (FAA)

WICHITA MID-CONTINENT (ICT)
WICHITA, KANSAS



NC-2. 03 JUN 2010 to 01 JUL 2010

LOC I-TWI 109.1	APP CRS 013°	Rwy Idg 10301 TDZE 1314 Apt Elev 1333
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ILS or LOC RWY 1L

WICHITA MID-CONTINENT (ICT)



MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 direct ICT VORTAC and hold.

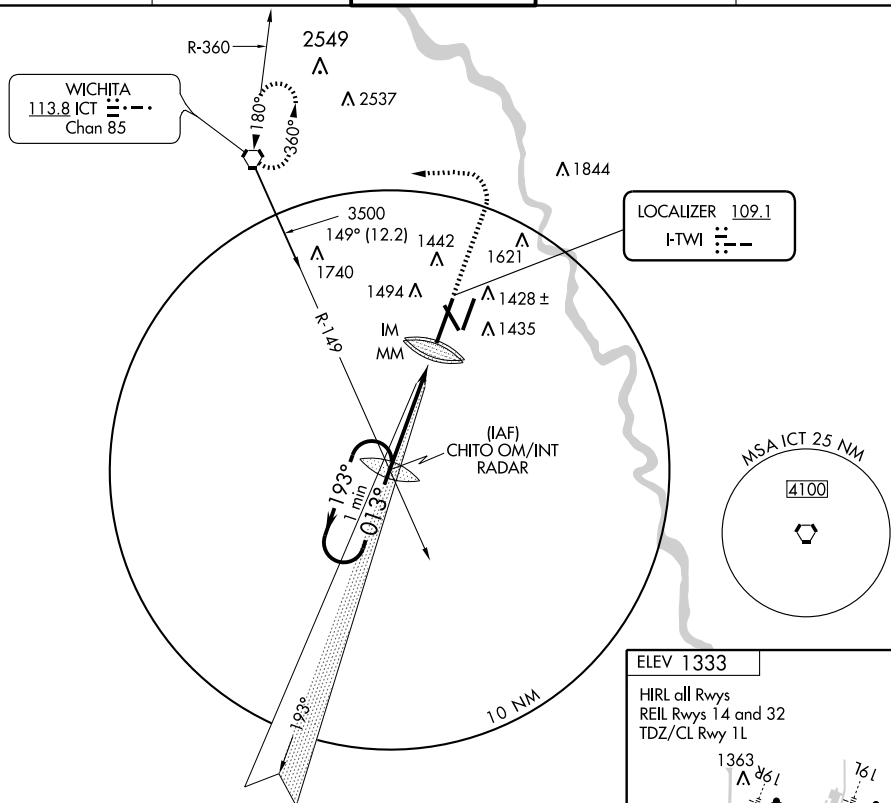
ATIS
125.15

WICHITA APP CON
126.7 353.5

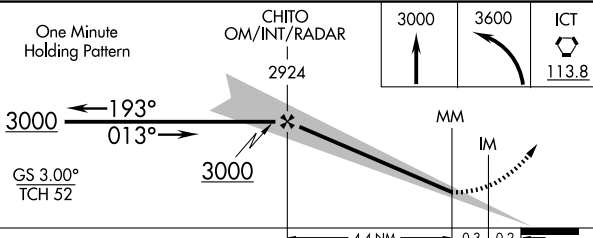
WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

CLNC DEL
125.7

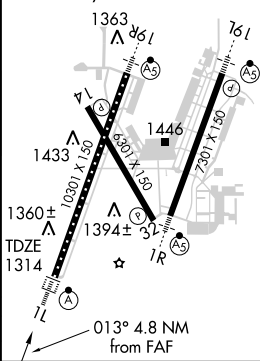


One Minute
Holding Pattern



ELEV 1333

HIRL all Rwys
REIL Rwy 14 and 32
TDZ/CL Rwy 1L



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

LOC I-CT 110.3 Chan 40	APP CRS 013°	Rwy Idg TDZE Apt Elev 7301 1321 1333
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ILS or LOC RWY 1R

WICHITA MID-CONTINENT (ICT)

V *VIS Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 3600 then right turn direct PICHE LOM and hold.

ATIS
125.15

WICHITA APP CON
126.7 353.5

WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

CLNC DEL
125.7

2537

1844

WICHITA
113.8 ICT
Chan 85

LOM/IAF
PICHE
332 IC
HCT 5.5

LOCALIZER 110.3
I-CT
Chan 40

NAZMU
I-CT 9.5

2700
(4.1)

MSA IC 25 NM

3600

10 NM

3000 NoPT
334° (13.6)

(IAF)
JAMEY

ADF or DME REQUIRED

Remain
within 15 NM

3000
GS 2.80°
TCH 54

LOM
I-CT 5.5
2615
2700

3600

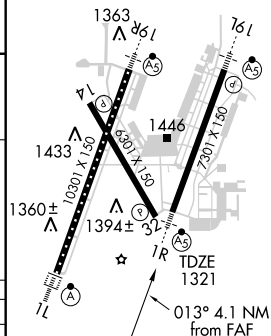
PICHE
332

I-CT
1.4

4.1 NM

ELEV 1333

HIRL all Rwy's
REIL Rwy's 14 and 32
TDZ/CL Rwy 1L



FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

CATEGORY	A	B	C	D	E
S-ILS 1R	*1521/24 200 (200-½)				
S-LOC 1R	1680/24	359 (400-½)	1680/40	359 (400-1)	
CIRCLING	1800-1 467 (500-1)		1800-1½	1900-2	1980-2¼
			467 (500-1½)	567 (600-2)	647 (700-2¼)

AL-987 (FAA)

LOC I-MVP <u>111.55</u> Chan 52 (Y)	APP CRS 193°	Rwy Idg 7301 TDZE 1320 Apt Elev 1333
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ILS or LOC RWY 19L

WICHITA MID-CONTINENT (ICT)



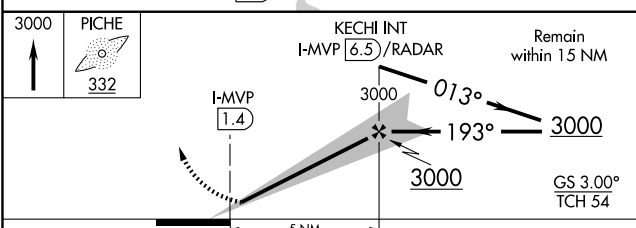
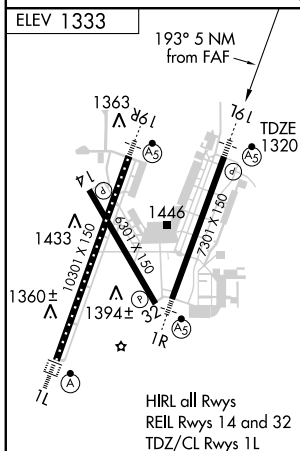
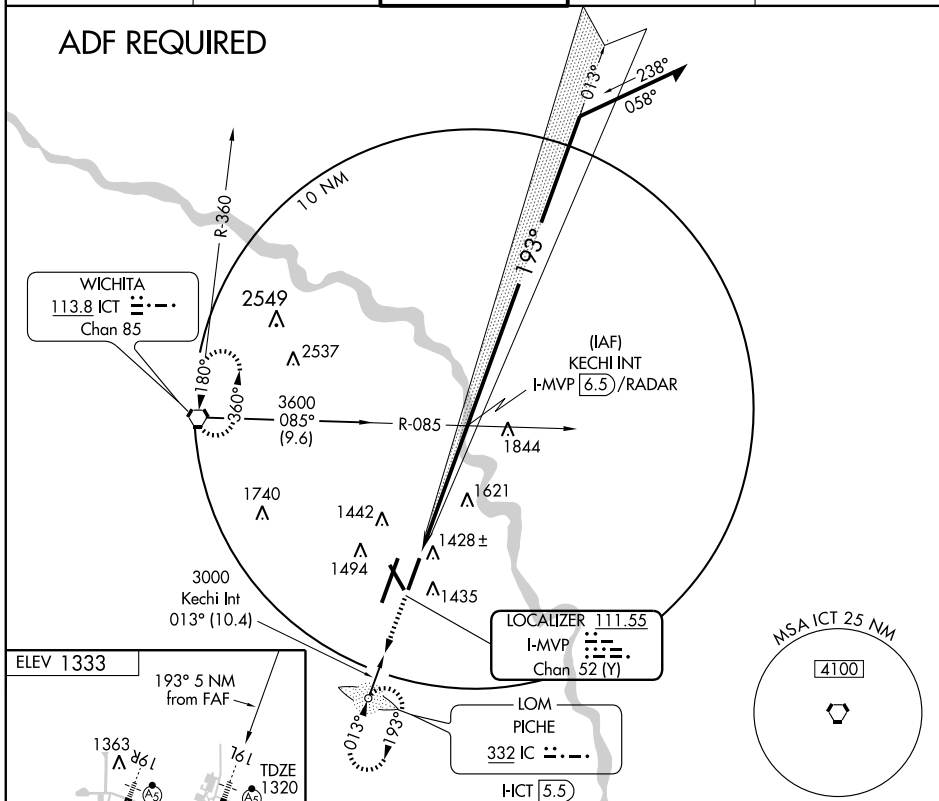
For inoperative MALSR, increase S-ILS 19L Cat E visibility to $\frac{3}{4}$, S-LOC 19L Cat E visibility to $1\frac{1}{4}$.




MISSED APPROACH: Climb to 3000
direct PICHE LOM and hold.

ATIS 125.15	WICHITA APP CON 126.7 353.5	WICHITA TOWER 118.2 257.8	GND CON 121.9 348.6	CLNC DEL 125.7
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ADF REQUIRED



<div></div> <div>HRL all Rwys REIL Rws 14 and 32 TDZ/CL Rwys 1L</div>	<div><div>5 NM</div></div>						
	CATEGORY		A	B	C	D	E
	S-ILS 19L		1520-½ 200 (200-½)				
	S-LOC 19L		1700-½ 380 (400-½)			1700-¾ 380 (400-¾)	
	CIRCLING		1800-1 467 (500-1)	1800-1½ 467 (500-1½)	1900-2 567 (700-2)	1940-2¼ 607 (700-2¼)	
FAF to MAP 5 NM							
Knots	60	90	120	150	180		
Min:Sec	5:00	3:20	2:30	2:00	1:40		

NC-2. 03 JUN 2010 to 01 JUL 2010

LOC I-HOV 110.5	APP CRS 193°	Rwy Idg 10301 TDZE 1330 Apt Elev 1333
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ILS or LOC RWY 19R

WICHITA MID-CONTINENT (ICT)

▼ For inoperative MALS, increase SPOIL Int. minimums S-LOC 19R
Cat. D and E visibility to RVR 5000. ****** VIS Cat A/B/C/D RVR
1800 authorized with the use of FD or AP or HUD to DA.



MISSED APPROACH: Climb to 3500 then right
turn direct ICT VORTAC and hold.

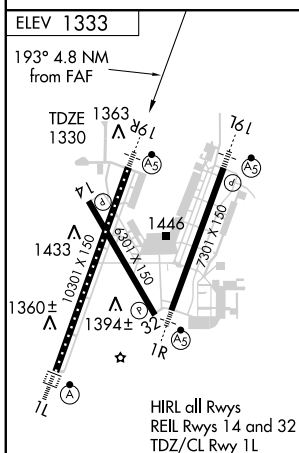
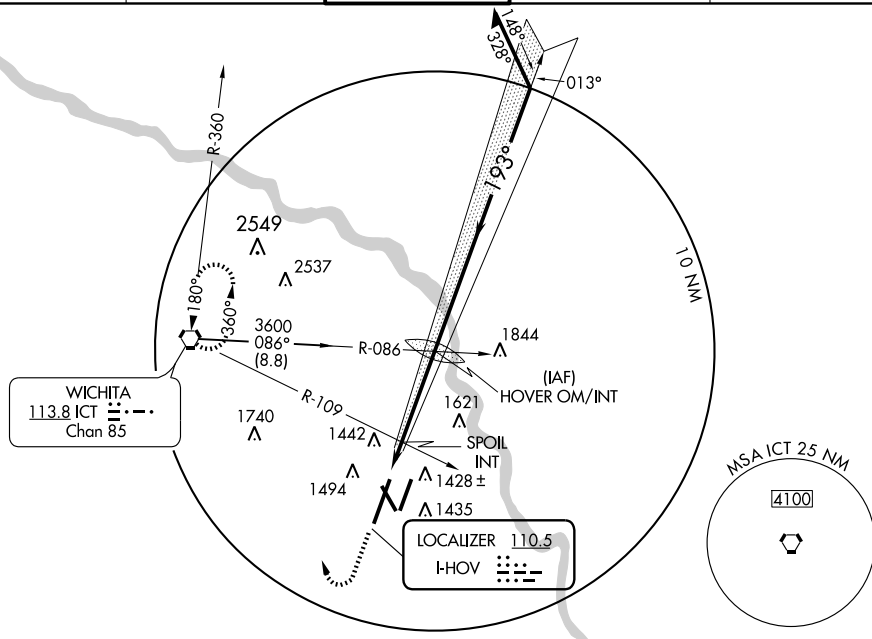
ATIS
125.15

WICHITA APP CON
126.7 353.5

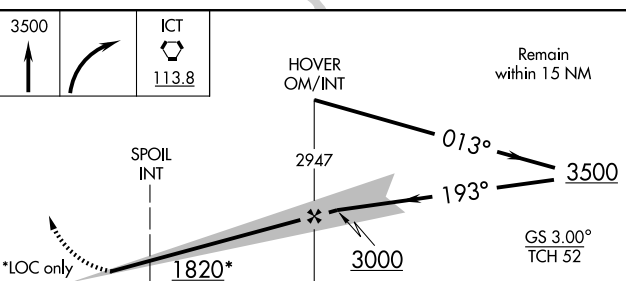
WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

CLNC DEL
125.7



HIRL all Rwy's
REIL Rwy's 14 and 32
TDZ/CL Rwy 1L



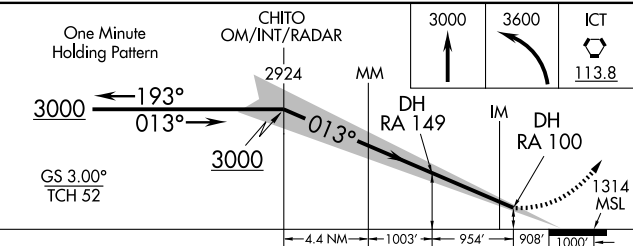
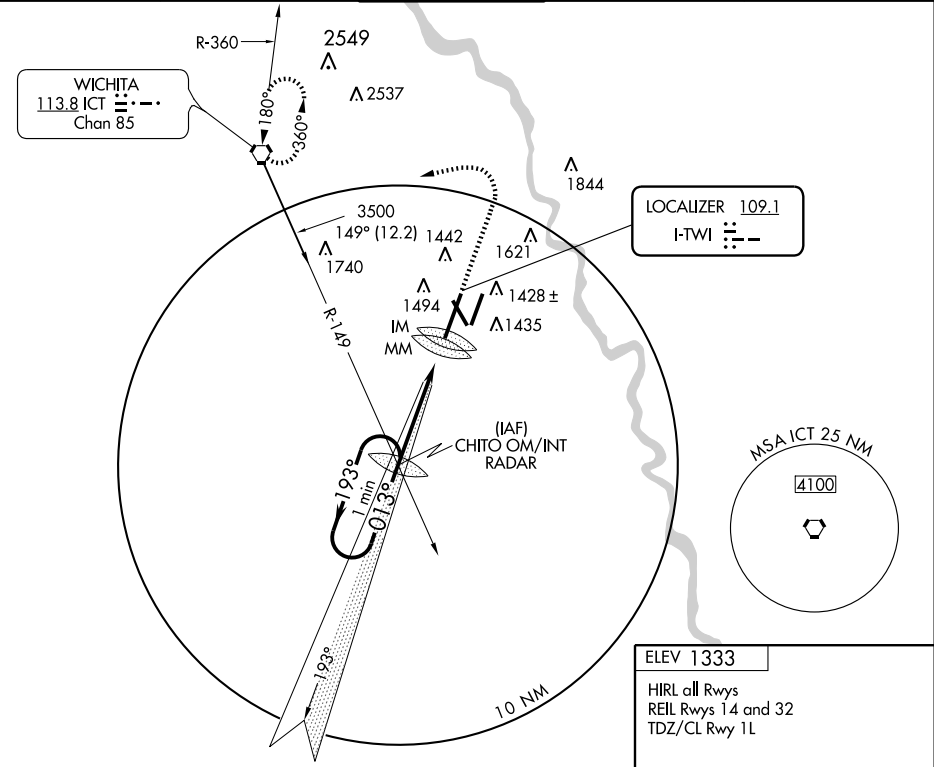
CATEGORY	A	B	C	D	E
S-ILS 19R	** 1530/24 200 (200-½)				
S-LOC 19R	1820/24 490 (500-½)	1820/40 490 (500-¾)	1820/50 490 (500-1)	1820/60 490 (500-1¼)	1820/60 490 (500-1¼)
CIRCLING	1820-1 487 (500-1)	1820-1½ 487 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)	1980-2¼ 647 (700-2¼)
SPOIL INT MINIMUMS					
S-LOC 19R	1660/24 330 (400-½)	1660/40 330 (400-¾)	1660/50 330 (400-1)	1660/60 330 (400-1¼)	1660/60 330 (400-1¼)
CIRCLING	1800-1 467 (500-1)	1800-1½ 467 (500-1½)	1900-2 567 (600-2)	1980-2¼ 647 (700-2¼)	1980-2¼ 647 (700-2¼)

LOC I-TWI	APP CRS	Rwy Idg	10301
109.1	013°	TDZE	1314
		Apt Elev	1333

ALSF-2

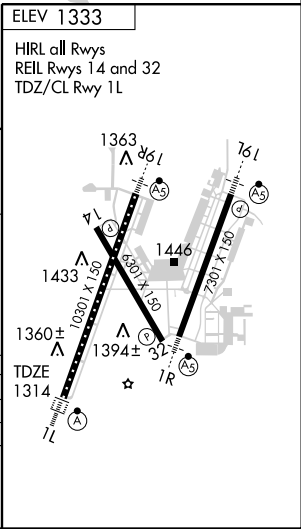
MISSED APPROACH: Climb to 3000 then climbing left turn to 3600 direct ICT VORTAC and hold.

ATIS 125.15	WICHITA APP CON 126.7 353.5	WICHITA TOWER 118.2 257.8	GND CON 121.9 348.6	CLNC DEL 125.7
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CATEGORY	A	B	C	D
S-ILS 1L		RA 149/16	150 DA 1464	
S-ILS 1L		RA 100/12	100 DA 1414	

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



LOM IC 332	APP CRS 013°	Rwy Idg TDZE Apt Elev	7301 1321 1333
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NDB RWY 1R

WICHITA MID-CONTINENT (ICT)

▼ Cat C S-1R visibility increased to RVR 5000 for inoperative MALSR.



MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct PICHE LOM and hold.

ATIS
125.15

WICHITA APP CON
126.7 353.5

WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

CLNC DEL
125.7

2549 Δ

Δ 2537

WICHITA

113.8 ICT
Chan 85

3600

1740

142°

(11.7)

1442 Δ

1494 Δ

1621 Δ

1428 \pm

Δ 1435

193°

148°

328°

LOM/IAF

PICHE

332 IC

193°

013°

10 NM

MSA IC 25 NM

3600

ELEV 1333

HIRL all Rwy's

REIL Rwy's 14 and 32

TDZ/CL Rwy 1L

1363 Δ 1461

1433 Δ 10301 \times 150

1360 \pm Δ 1394 \pm Δ 1446

1433 Δ 10301 \times 150

1360 \pm Δ 1394 \pm Δ 1446

1433 Δ 10301 \times 150

1360 \pm Δ 1394 \pm Δ 1446

1433 Δ 10301 \times 150

1360 \pm Δ 1394 \pm Δ 1446

1433 Δ 10301 \times 150

1360 \pm Δ 1394 \pm Δ 1446

1433 Δ 10301 \times 150

1360 \pm Δ 1394 \pm Δ 1446

1433 Δ 10301 \times 150

1360 \pm Δ 1394 \pm Δ 1446

1433 Δ 10301 \times 150

1360 \pm Δ 1394 \pm Δ 1446

1433 Δ 10301 \times 150

Remain
within 10 NM

LOM

2000

3000

IC

332

3000

193°

013°

3.03°

TCH 54

2700

4.1 NM

CATEGORY	A	B	C	D
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S-1R	1720/40 399 (400-3/4)			1720/50 399 (400-1)
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CIRCLING	1800-1 467 (500-1)	1800-1 1/2 467 (500-1 1/2)	1900-2 567 (600-2)
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FAF to MAP 4.1 NM

Knots	60	90	120	150	180
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Min:Sec	4:06	2:44	2:03	1:38	1:22
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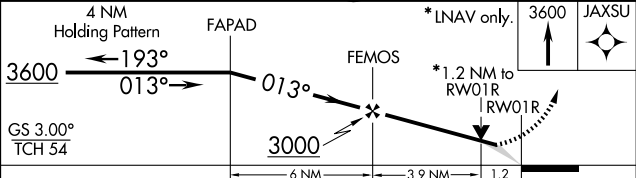
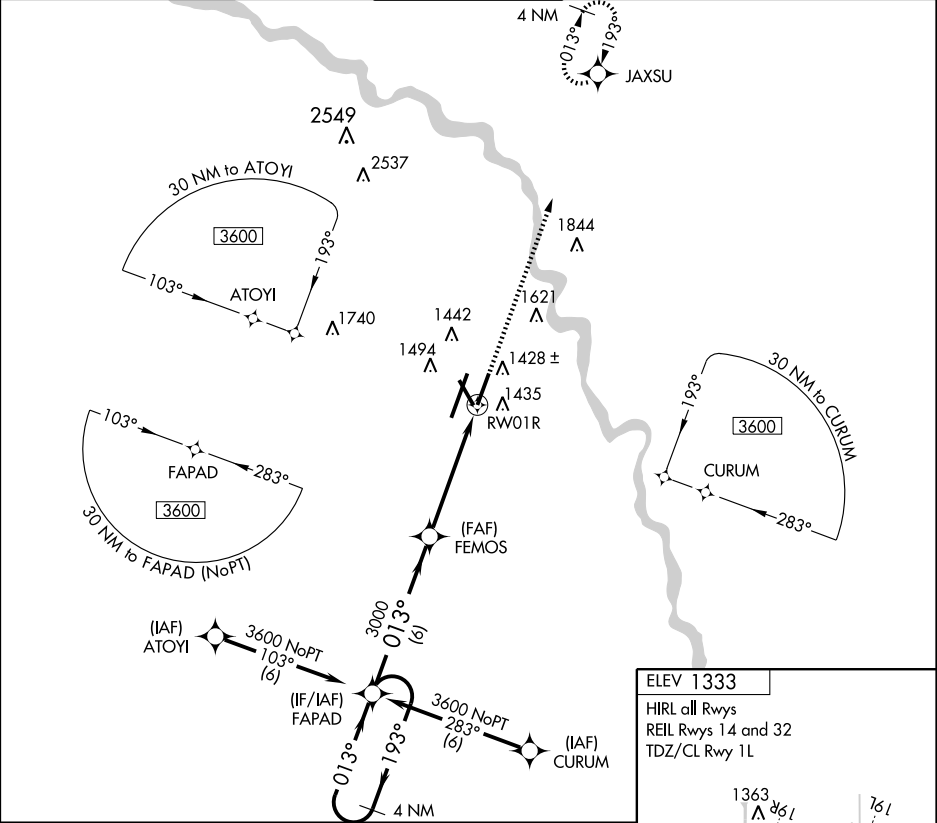
APP CRS	Rwy Idg	7301
013°	TDZE	1321
	Apt Elev	1333

RNAV (GPS) RWY 1R

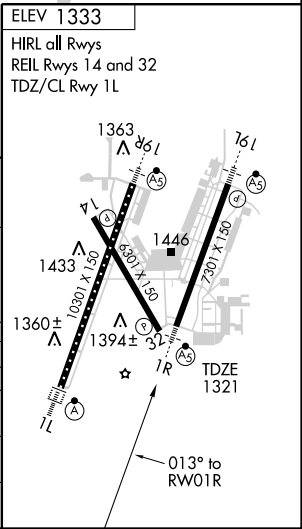
WICHITA MID-CONTINENT (ICT)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46° (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000.	MALSR MISSED APPROACH: Climb to 3600 direct JAXSU and hold.
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ATIS 125.15	WICHITA APP CON 126.7 353.5	WICHITA TOWER 118.2 257.8	GND CON 121.9 348.6	CLNC DEL 125.7
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CATEGORY	A	B	C	D
GLS PA DA				
LNAV/VNAV DA		1660/40	339 (400-¾)	
LNAV MDA	1740/24	419 (500-½)	1740/40 419 (500-¾)	1740/50 419 (500-1)
CIRCLING	1800-1¼	467 (500-1¼)	1800-1½ 467 (500-1½)	1900-2 567 (600-2)



WAAS CH 87017 W14A	APP CRS 143°	Rwy Idg TDZE 6301 1333 Apt Elev 1333
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RNAV (GPS) RWY 14

WICHITA MID-CONTINENT (ICT)

▽ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct USOMY and hold.

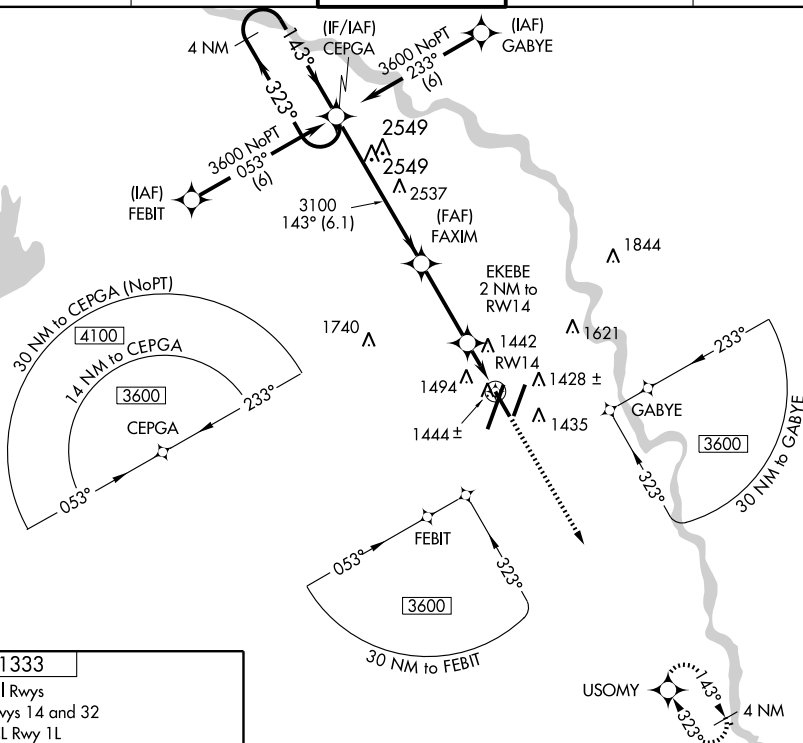
ATIS
125.15

WICHITA APP CON
126.7 353.5

WICHITA TOWER
118.2 257.8

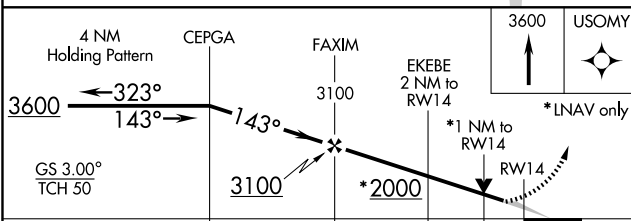
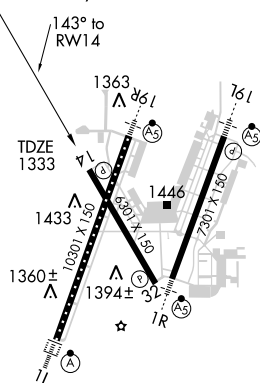
GND CON
121.9 348.6

CLNC DEL
125.7



ELEV 1333

HIRL all Rwys
REIL Rws 14 and 32
TDZ/CL Rwy 1L





CATEGORY	A	B	C	D
LPV DA		1533-3/4	200 (200-3/4)	
LNAV/VNAV DA		1799-1 3/4	466 (500-1 3/4)	
LNAV MDA		1700-1 367 (400-1)		1700-1 367 (400-1 1/4)
CIRCLING	1800-1 467 (500-1)		1800-1 1/2 467 (500-1 1/2)	1900-2 567 (600-2)

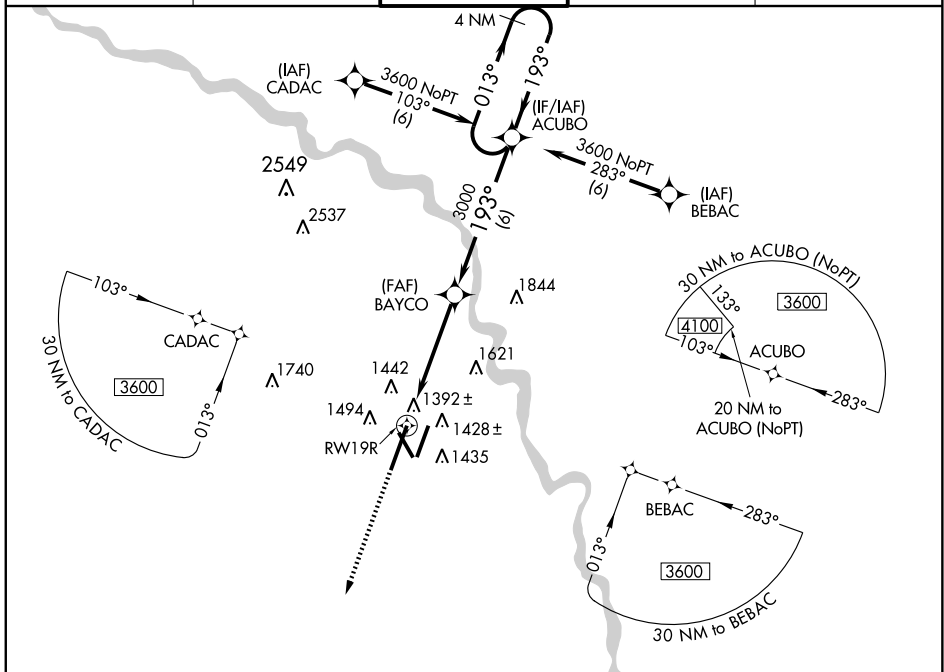
APP CRS	Rwy Idg	10301
193°	TDZE	1330
	Apt Elev	1333





RNAV (GPS) RWY 19R

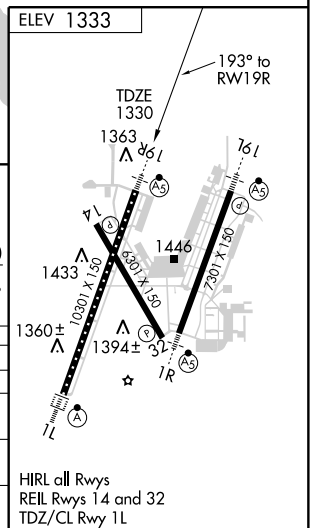
WICHITA MID-CONTINENT (ICT)

 NA	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.	MALSR 	MISSED APPROACH: Climb to 3600 direct CUTIK WP and hold.
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ATIS 125.15	WICHITA APP CON 126.7 353.5	WICHITA TOWER 118.2 257.8	GND CON 121.9 348.6	CLNC DEL 125.7
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3600	CUTIK	*LNAV only	ACUBO	4 NM Holding Pattern
		*1.4 NM to RWY 19R	BAYCO	013° → 3600
				← 193°
				GS 3.00° TCH 52
CATEGORY	A	B	C	D
GLS PA DA			NA	
LNAV/VNAV DA		1741/50	411 (500-1)	
LNAV MDA	1820/24	490 (500-½)	1820/40 490 (500-¾)	1820/50 490 (500-1)
CIRCLING	1820-1	487 (500-1)	1820-1½ 487 (500-1½)	1900-2 567 (600-2)



HIRL all Rwy's
REIL Rwy's 14 and 32
TDZ/CL Rwy 1L

WAAS CH 99617 W32A	APP CRS 323°	Rwy Idg TDZE Apt Elev	6301 1322 1333
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RNAV (GPS) RWY 32

WICHITA MID-CONTINENT (ICT)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3600 direct CEPGA and hold.

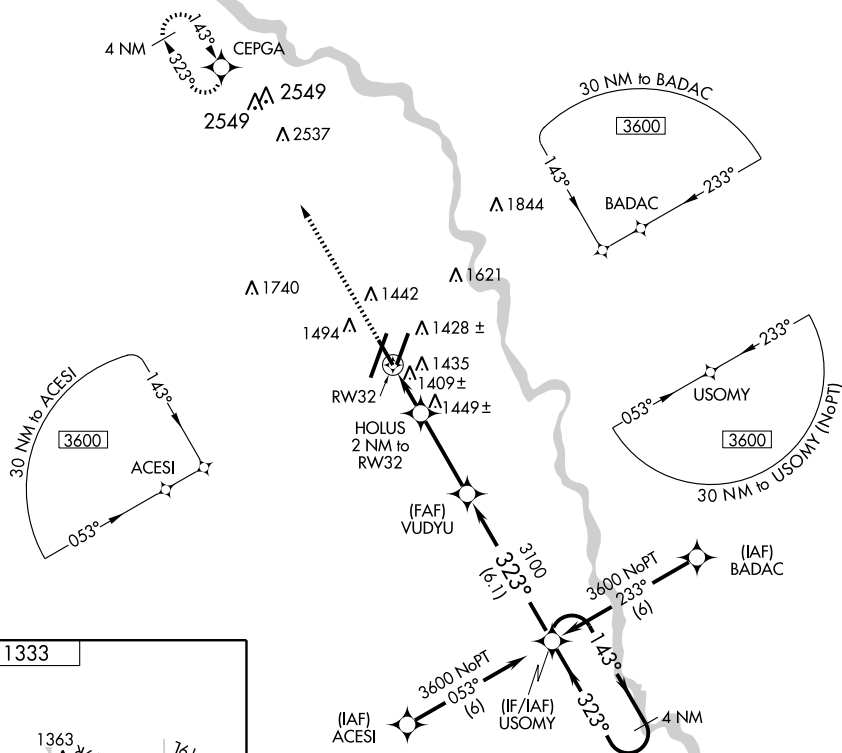
ATIS
125.15

WICHITA APP CON
126.7 353.5

WICHITA TOWER
118.2 257.8

GND CON
121.9 348.6

CLNC DEL
125.7



NC-2. 03 JUN 2010 to 01 JUL 2010

ELEV 1333



HIRL all Rwys
REIL Rws 14 and 32
TDZ/CL Rwy 1L

3600	CEPGA	HOLUS 2 NM to RW32	VUDYU 3100	USOMY 4 NM Holding Pattern	143° → 3600	← 323°	GS 3.00° TCH 53
*LNAV only		*1 NM to RW32	*2000		3100		
		1 NM 1 NM	3.3 NM	6.1 NM			
CATEGORY	A	B	C	D			
LPV DA	1572-1	250 (300-1)					
LNAV/VNAV DA	1761-1½	439 (500-1½)					
LNAV MDA	1680-1	358 (400-1)				1680-1½	358 (400-1½)
CIRCLING	1800-1	467 (500-1)	1800-1½	467 (500-1½)	1900-2	567 (600-2)	

APP CRS 013°	Rwy Idg TDZE Apt Elev	10301 1314 1333
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RNAV (GPS) Y RWY 1L

WICHITA MID-CONTINENT (ICT)

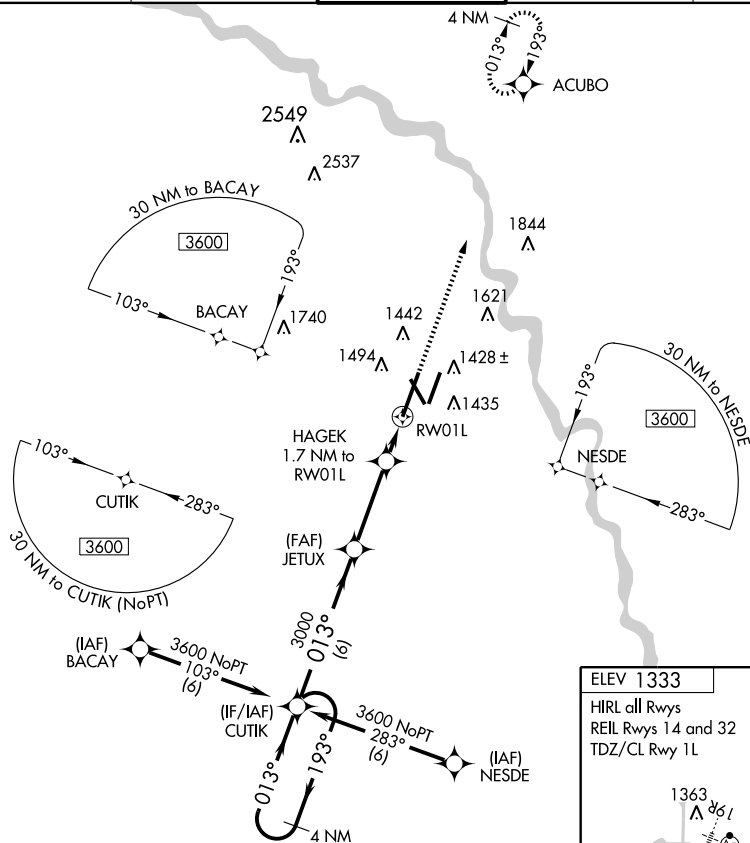
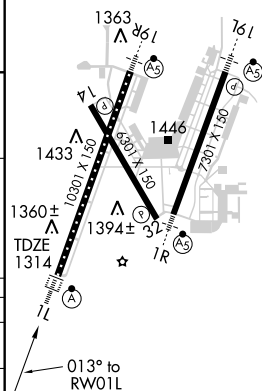
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV Cat D.	ALSF-2 	MISSED APPROACH: Climb to 3600 direct ACUBO and hold.
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 ATIS
125.15

 WICHITA APP CON
126.7 353.5

 WICHITA TOWER
118.2 257.8

 GND CON
121.9 348.6



 CLNC DEL
125.7

 ELEV 1333
 HIRL all Rwys
 REIL Rws 14 and 32
 TDZ/CL Rwy 1L


4 NM Holding Pattern		CUTIK	JETUX	HAGEK 1.7 NM to RW01L	3600	ACUBO
3600 ← 193°		013° →	3.04° TCH 52	0.8 NM to RW01L		
3000		1900				
6 NM		3.4 NM	0.9 NM	0.8 NM		
CATEGORY	A	B	C	D		
LNAV MDA	1620/24 306 (300-½)				1620/50 306 (300-1)	
CIRCLING	1800-1	467 (500-1)	1800-1½ 467 (500-1½)	1900-2 567 (600-2)		

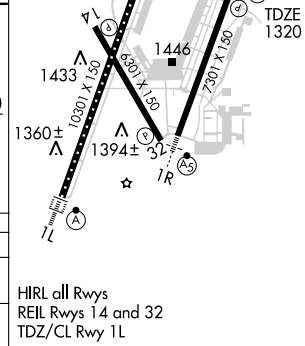
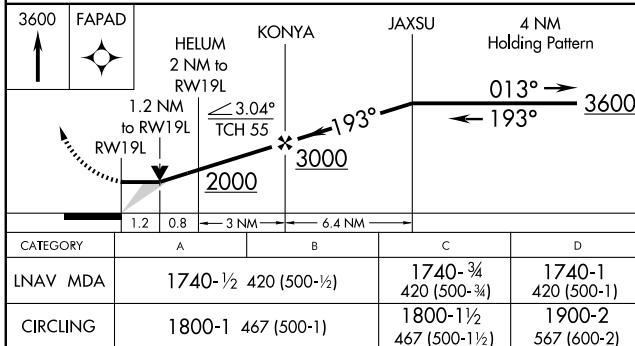
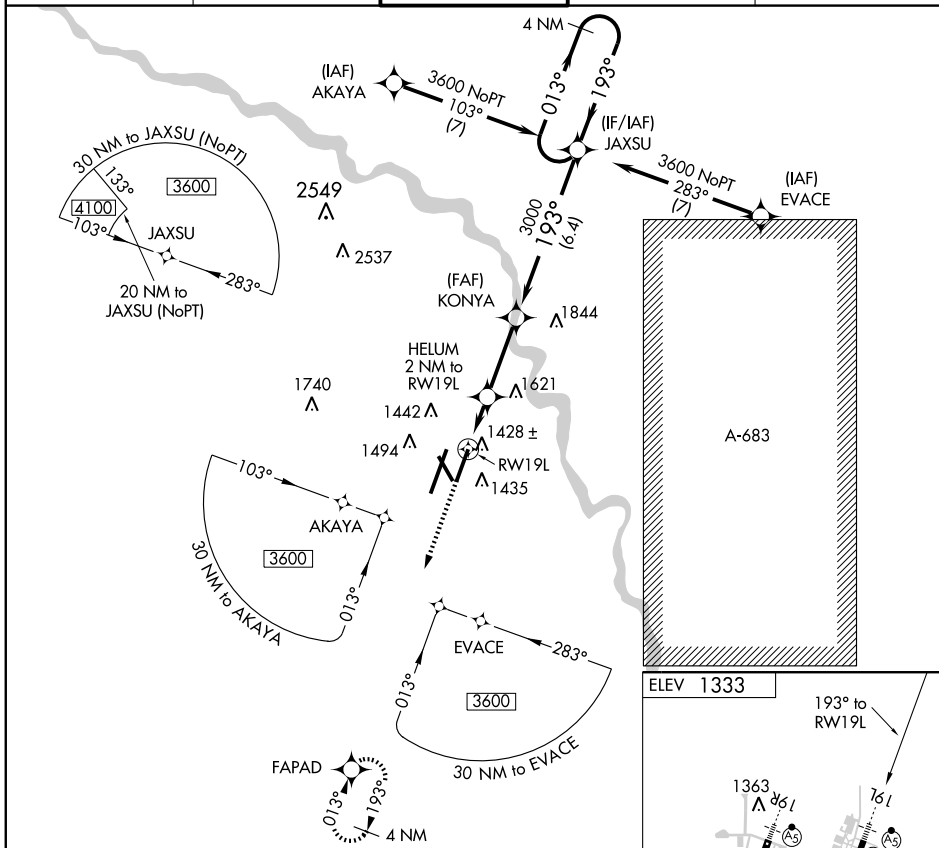
APP CRS	Rwy Idg	7301
193°	TDZE	1320
	Apt Elev	1333

RNAV (GPS) Y RWY 19L

WICHITA MID-CENTRINT (ICT)

 NA	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to 1 1/4.	MALSR 	MISSED APPROACH: Climb to 3600 direct FAPAD and hold.
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ATIS 125.15	WICHITA APP CON 126.7 353.5	WICHITA TOWER 118.2 257.8	GND CON 121.9 348.6	CLNC DEL 125.7
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APP CRS	Rwy Idg	10301
013°	TDZE	1314
	Apt Elev	1333

RNAV (GPS) Z RWY 1L

WICHITA MID-CONTINENT (ICT)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative ALSF-2 increase LNAV/VNAV Cat Dvisibility to RVR 5000.

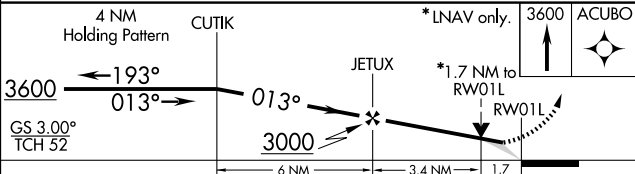
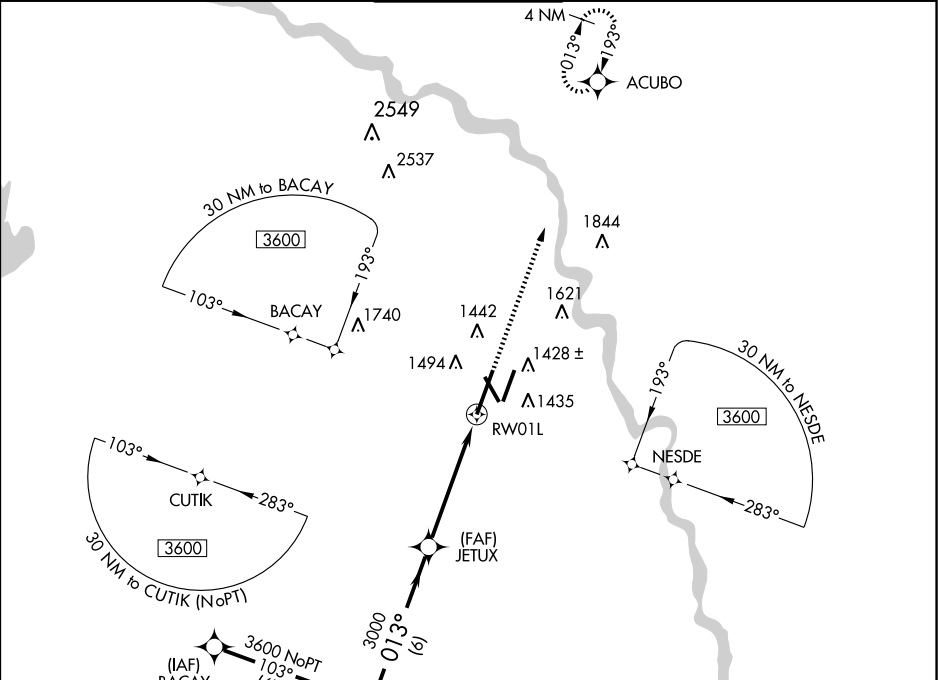
⚠ NA

ALSF-2

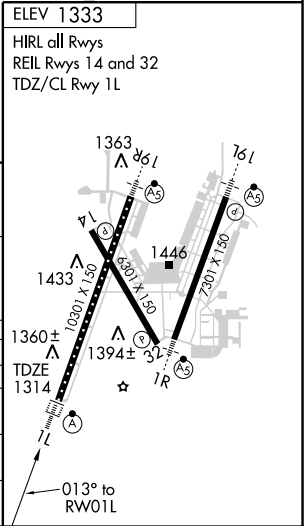
⚠

MISSED APPROACH: Climb to 3600 direct ACUBO and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7



CATEGORY	A	B	C	D
GLS PA DA				
LNAV/VNAV DA	1615/24	301 (300-½)		1615/40 301 (300-¾)
LNAV MDA	1920/24	606 (600-½)	1920/60 606 (600-1¼)	1920-1½ 606 (600-1½)
CIRCLING	1920-1	587 (600-1)	1920-1¾ 587 (600-1¾)	1920-2 587 (600-2)



▼

▲

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F).
DME/DME RNP-0.3 NA.

MALSR

AS

MISSED APPROACH: Climb to 3600 direct FAPAD WP and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON	CLNC DEL
125.15	126.7 353.5	118.2 257.8	121.9 348.6	125.7

CATEGORY	A	B	C	D
GLS PA DA				
LNAV/VNAV DA				
LNAV MDA	1880-1/2 560 (600-1/2)	1880-1 560 (600-1)	1880-1 1/4 560 (600-1 1/4)	
CIRCLING	1880-1 1/2 547 (600-1 1/2)		1900-2 567 (600-2)	

NC-2. 03 JUN 2010 to 01 JUL 2010

LOC I-SOR

111.5

APP CRS

354°

Rwy Idg

5506

TDZE

1154

Apt Elev

1160**ILS or LOC RWY 35**

WINFIELD/ARKANSAS CITY/ STROTHER FIELD (WLD)

NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct SAWCY LOM and hold.

ASOS

118.025

KANSAS CITY CENTER

127.8 319.1

UNICOM

122.8 (CTAF) 0

WICHITA

113.8 ICT

Chan 85

LOM/IAF
SAWCY
353 SO

LOCALIZER 111.5

I-SOR

FOPAW INT
PER 12.9IAF
PIONEER
113.2 PER

Chan 79

ELEV 1160

ZL

5506 X 150

3137 X 75

0.3% UP 5°

TDZE

1154

35

1209

354° 4.3 NM

from FAF

MIRL Rwy 13-31 and 17-35

REIL Rwy 17 and 35

FAF to MAP 4.3 NM

Knots 60 90 120 150 180

Min:Sec 4:18 2:52 2:09 1:43 1:26

2500

3000

SO

353

LOM

2602

174°

354°

3000

2700

4.3 NM

GS 3.00°

TCH 55

CATEGORY

A

B

C

D

S-ILS 35

1354-3/4 200 (200-3/4)

NA

S-LOC 35

1580-1 426 (500-1)

1580-1 1/4

426 (500-1 1/4)

NA

CIRCLING

1680-1 520 (600-1)

1680-1 1/2

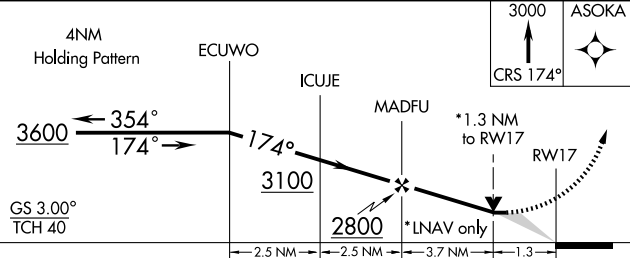
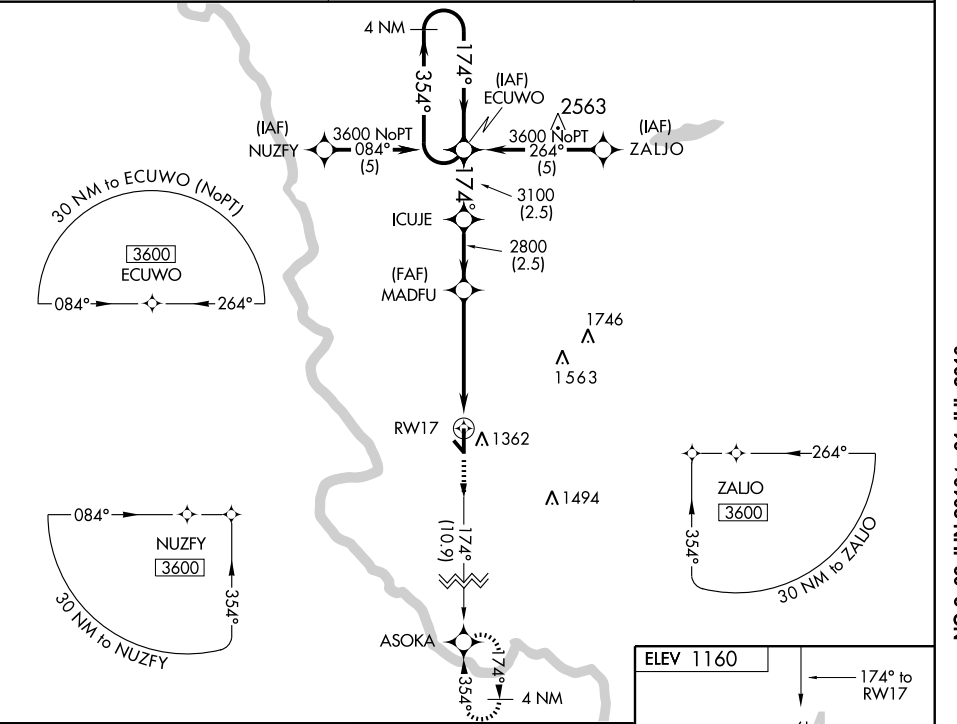
520 (600-1 1/2)

NA

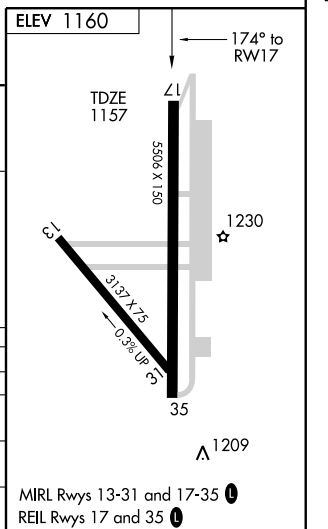
APP CRS	Rwy Idg	5506
174°	TDZE	1157
	Apt Elev	1160

⚠ NA	GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Baro-NAV NA below -17°C (2°F).	MISSED APPROACH: Climb to 3000 via 174° course to ASOKA WP and hold.
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ASOS	KANSAS CITY CENTER	UNICOM
118.025	127.8 319.1	122.8 (CTAF) 1



CATEGORY	A	B	C	D
GLS PA DA	NA			
LN/NAV VNAV DA	1560-1 1/2	403 (400-1 1/2)		NA
LN/NAV MDA	1620-1 463 (500-1)	1620-1 1/4 463 (500-1 1/4)		NA
CIRCLING	1680-1 1/2	520 (600-1 1/2)		NA



NC-2. 03 JUN 2010 to 01 JUL 2010

APP CRS	Rwy Idg	5506
354°	TDZE	1154
	Apt Elev	1160

RNAV (GPS) RWY 35

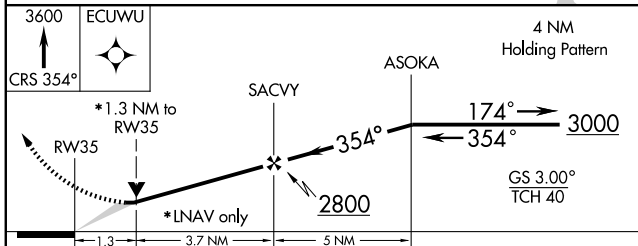
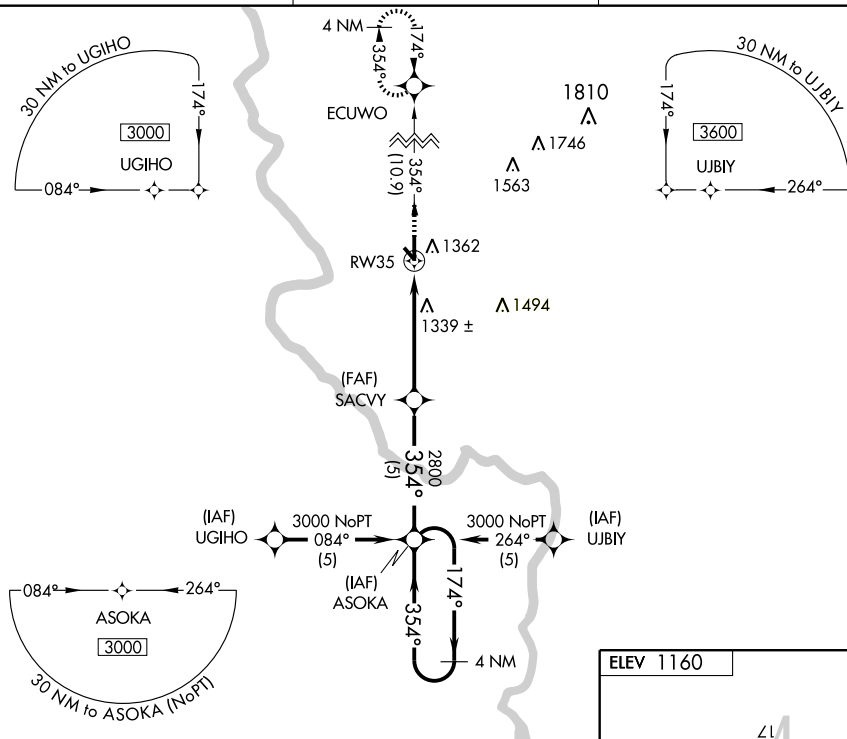
WINFIELD/ARKANSAS CITY/STROTHER FIELD (WLD)

A NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
Baro-NAV NA below -17°C (2°F).

MISSED APPROACH: Climb to 3600 via 354° course to ECUWO WP and hold.

ASOS
118.025

KANSAS CITY CENTER
127.8 319.1

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
GLS PA DA	NA			
LNAV/ VNAV DA	1540-1½ 386 (400-1½)			NA
LNAV MDA	1600-1 446 (500-1)		1600-1¼ 446 (500-1¼)	NA
CIRCLING	1680-1½ 520 (600-1½)			NA

